

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 6010

號六初月二年元統宣

THURSDAY, FEBRUARY 25, 1909.

四拜禮

號五廿月二英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £15,000,000
RESERVE FUNDS £14,500,000
Sterling £1,500,000 at 2/- = £15,000,000
Silver £14,500,000 at 10/- = £14,500,000
RESERVE LIABILITY OF PROPRIETORS £15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
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Hon. Mr. H. A. W. Slade.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Accounts at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd February, 1909. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.
6 " 4 " " " " "
3 " 3 " " " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,100,000
RESERVE FUND £1,125,000
RESERVE LIABILITIES OF PROPRIETORS £1,100,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " " " " " " " " " "
" " " " " " " " " " " "

JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [21]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Oeribon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.
" " " " " " " " " " " "
" " " " " " " " " " " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July, 1908. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. CHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
NEW YORK. PORT ARTHUR.
SAN FRANCISCO. LIYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Accounts at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposit:
For 12 months 5 1/2 per cent.
" " " " " " " " " " " "
" " " " " " " " " " " "

TAKKO TAKAMIOHI,
Manager.

Hongkong, 11th September, 1908. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 per Cent. per annum.

Depositors may transfer to their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 13th January, 1907. [31]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals. 7,500, 00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direktion der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fur Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYSCHEID & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907. [33]

Intimations.

THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shirts \$10.00 per pair
Monarch Shirts \$1.25 each

Closet Evening

Shirts From \$3.75 up

Pyjama Suits " " "

Steamer Rugs \$13.95 "

THE SAVOY.

Hongkong, 16th February, 1909. [38]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.

Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
110 Hongkong Telegraph Office.

Hongkong, 21st March, 1908. [46]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, CHINWANTAO, KOFU, MOJI & YOKOHAMA	PALMA	3rd Mar.	Freight only.
SHANGHAI	MACEDONIA	About 5th Mar.	Freight and Passage.
LONDON, &c., via usual Ports	DELTA	Noon, 6th Mar.	See Special Advertisement.
LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORSE	10th Mar.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

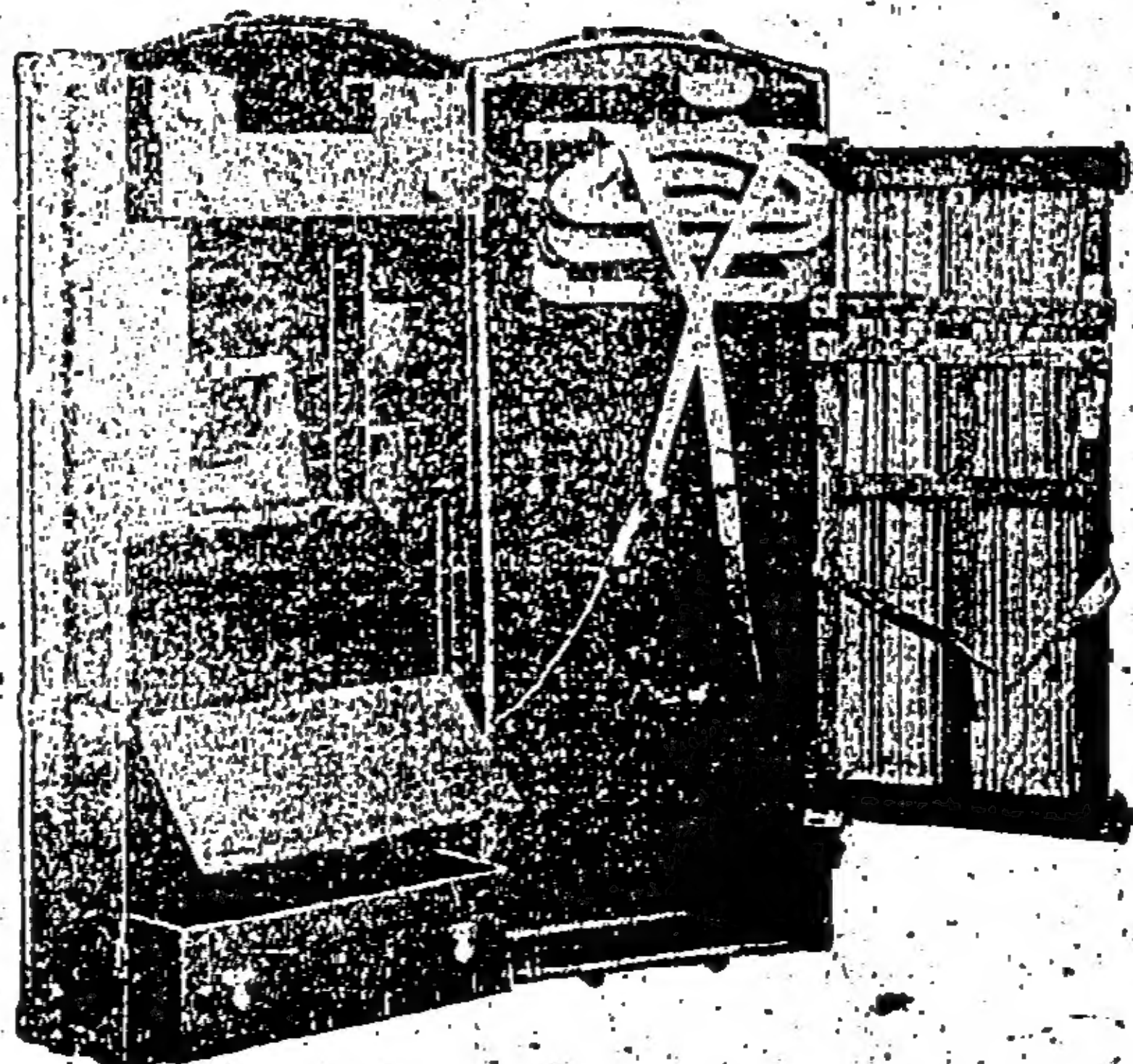
Hongkong, 25th February, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF
TRAVELLING REQUISITES.

WARDROBE TRUNKS.



LANE, CRAWFORD & CO. [30]

V. O. S.

AND
EXTRA SPECIAL FINEST
LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 28th January, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 15th April, 1908. [36]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [43]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,351 Tons, "KATSHAN" 2,250 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,255 Tons and "SUI-AN" 1,255 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 583 Tons and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 5.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

PROCESSION OF THE CROSS.

On SUNDAY, the 28th February.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 8 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the Trip.

For the convenience of Kowloon Residents, the Star Ferry Company will run a special ferry launch from our Wing Lok Wharf to Kowloon leaving after arrival of the S.S. Sui An. Fare: 15 Cents.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [3]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. [25]

Hongkong, 5th February, 1909.

GRAND CARLTON HOTEL.

"THE TOPIC OF THE TOWN."

Feed at the Carlton if you want to get an excellent Meal.

On and after 1st February next, we are prepared to cater Breakfast, Lunch and Dinner for \$45/- per month.

Outdoor catering a speciality.

For further particulars, apply

MANAGER.

Hongkong, 30th January, 1909. [25]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

N. BLUMENTHAL,

Proprietor.

Manager.

Telephone, 190.

Telegram "Astor."

[24]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARAI, SYD- NEY and MELBOURNE	"MANILA" Capt. H. Miesse	SATURDAY, 27th February, 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. Rud Meyer	About SATURDAY, 27th February.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. Iscki	About FRIDAY, 5th March.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	About SATURDAY, 6th March, 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE" Capt. P. Grosch	WEDNESDAY, 10th March, Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th February, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	NERA	.....	1st March, P.M.
MARSEILLES, VIA PORTS	BALAZIE	.....	2nd March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	CALEDONNIEN	.....	15th March, P.M.
MARSEILLES, VIA PORTS	TOURANE	.....	16th Mar., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 23rd February, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG, WUHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 14th March, 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 878, 506, or 681.

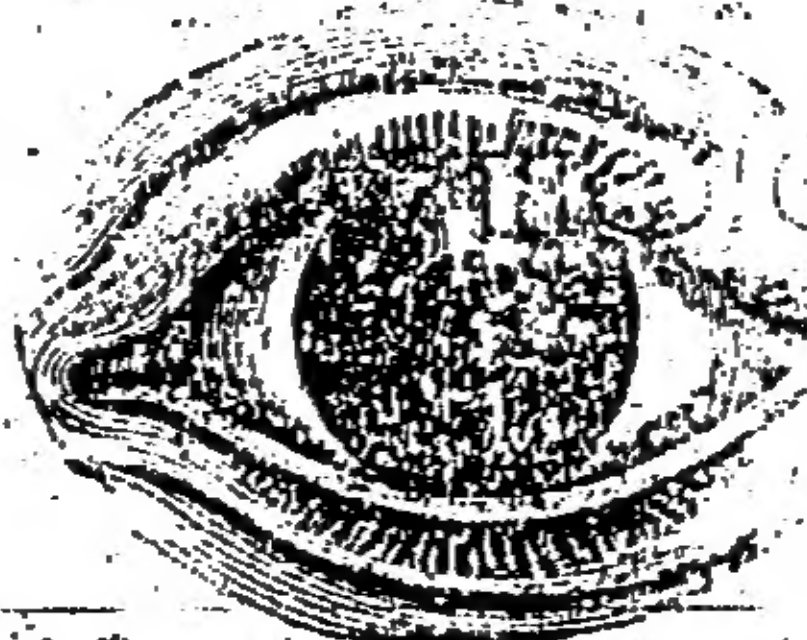
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

1, John Street, Bedford Row, W.C.

50, Beale Street

566, Nanking Road

Hongkong, 14th March 1908

PHILATELIC NOVELTY

suitable for

PRESENTS:

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " .75

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPES, MANILA CIGARS and CIGARETTES, &c., &c.

Inspection invited. GRACA & Co., No. 27, Des Vieux Road.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 midnight
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NIGHT CARS as on Week Days.

SUNDAYS.

8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 midnight
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Extra cars at 1.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vieux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers,

Hongkong, 14th June, 1907.

THE DAIRY FARM CO., LTD.

FINE FRESH

AUSTRALIAN BUTTER,

73.75 and 85 cents a lb.

Sold in 1 lb. packets to suit convenience of customers.

Hongkong, 2nd February, 1909.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,

HONGKONG.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VIEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexes to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

SHIPPING SUBSIDIES.

QUESTIONS IN JAPAN.

Tokyo, Feb. 12.

The Committee on the Ocean Steam Navigation Subsidy and Shipbuilding Encouragement Bills in the Lower House met at 11 a.m. to-day.

Mr. Nakashoji, Vice-Minister of Communications, stated that shipping subsidies had been granted under two laws—the Steam Navigation Encouragement Law and the Special Steam Service Subsidy Law. By this means the steam navigation of the Empire was controlled. There was, however, no need for two measures to exist for the purpose, and the two laws were now incorporated into one in the Ocean Steam Navigation Subsidy Bill.

Mr. Nishimura Taji-ro pointed out that Article 1. of the Ocean Steam Navigation Subsidy Bill, which authorised the Minister of Communications to grant a subsidy subject to this law for a term of from three to ten years, and to order a steamship company to open a regular ocean service, was evidently a violation of the latter clause of Article 6 of the Constitution, which says: "The raising of national loans and the contracting of other liabilities by the national Treasury, except those provided for in the Budget, shall be subject to the consent of the Imperial Diet." Mr. Nishimura urged that if the Minister once granted a subsidy in accordance with Article 1. of the Bill, and it was passed, the hands of the Diet would thereafter be tied.

The Vice-Minister of Communications denied that Article 1. was a violation of the Constitution. As the existing law authorised the Government to grant a subsidy to steamers in general, so the new Bill authorised the Government to grant a subsidy to certain particular lines.

Mr. Nishimura asked whether the Government intended in future to leave steam navigation on home waters entirely unprotected.

The Vice-Minister of Communications replied that the financial position of the Government did not permit of protection being extended to navigation in the near seas. After weighing the importance of the two, the Government had decided to protect the more important branch first, though it did not consider that protection for navigation in home waters was useless.

Mr. Nishimura further asked why the term of operation of the law was not fixed in the Bill. He pointed out that the minimum justifications of the steamers—3,000 tons and 15 knots—was all very well, but need might arise for raising this standard.

The Vice-Minister of Communications replied that no inconvenience would be felt by adding to that standard in future.

Mr. Nishimura said that the total value of the trade of Japan with South America for 1906 was not more than ¥300,000, including exports and imports, and the subsidy to be granted to the South American service would reach about ¥700,000. It was strange that a subsidy granted to the steam service should exceed the total value of trade with the countries to which the service would ply. The total number of emigrants who had settled in South America did not exceed 10,000. Did the Government see any real necessity for opening a steam service to South America.

The Vice-Minister of Communications said that both the trade with and the emigration of labourers to South America had brilliant prospects and the Government thought the present was a most opportune time for opening a steam service.

Mr. Nishimura further remarked that in countries where more subsidies were granted the steam navigation was less developed, and where a smaller subsidy was granted steam navigation showed greater development. He mentioned France and Germany as cases in point.

Mr. Uchida, Director of the Marine Bureau, said that the extent of the shipping subsidy granted depended on the national circumstances of each country. In Great Britain, which possessed vessels representing about half the total shipping tonnage of the world, about ¥10,000,000 was granted in shipping subsidies annually. In Japan a subsidy conformable to the national financial power was granted.

Mr. Nishimura further pressed his questions and asked why the special subsidy to the Bombay line was withdrawn, a subsidy being granted only under the provisions of the Steam Navigation Encouragement Law.

Mr. Uchida replied that the Bombay line was opened in 1893 because of the necessity of shipping raw cotton from Bombay. Pressed by the competition of foreign steamers, the Nippon Yusen Kaisha applied to the Government for the grant of a subsidy, and in 1896 a subsidy was granted for a term of ten years. An agreement was made between the Nippon Yusen Kaisha and foreign steamship companies, and the subsidy was withdrawn upon the expiry of the term of contract, after which a subsidy was granted only under the provisions of the General Steam Navigation Encouragement Law.

After some further questions and answers, the meeting was adjourned.—*Japan Chronicle.*

CHINA'S CURRENCY.

THE NEW COIN.

As Duke Tsai Tse, president of the Ministry of Finance, recently raised the question that the currency of one tael coins in China is fraught with obstructions and difficulties, the matter was referred to the consideration of the various provincial governments, which have now reported that they still favour the tael coins. Duke Tsai Tse's objection is based on three grounds; difficulty in minting, currency and insuring uniformity. Grand Councillor Chang Chih-tung is also changing his views, as the last Edict he declared, was really issued on Yuan Shih-kai's decision, but he himself had no inclination one way or the other. Grand Councillor Lu Chuan-lin and President T'ieh Liang urge that it would be inadvisable to be constantly changing about in government affairs and the tael coins should be adopted and a large number of five tael coins might be minted to obviate any inconvenience.

G. D. NAY.

Public Companies.

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the above-mentioned Company will be held at its Registered Office, Nos. 9 to 17 Pedder Street, Victoria, Hongkong, TO-MORROW, the 26th day of February, 1909, at 12.30 P.M. for the purpose of considering and if thought fit passing the following Resolutions:—

1. "That the capital of the Company be increased to \$1,000,000 by the creation of 8,000 additional shares of \$50 each ranking for dividend and in all other respects par passu with the existing shares in the Company."
2. "That the said 8,000 additional shares be offered in the first instance at par to all members of the Company registered as shareholders on the First day of March, 1909 in the proportion of two new shares for every three original shares held by them and upon the footing that fifty per cent of the full amount of each new share taken up shall be paid to the Company on acceptance of the offer and that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by payment will be deemed to be declined and that the directors be empowered to dispose of the shares not taken in response to such offer as they consider expedient in the interests of the Company."

By Order of the Board of Directors,

C. MOONEY,

Secretary.

Hongkong, 25th February, 1909.

HONGKONG ROPE MANUFACTURING CO., LD.

THE 25TH ORDINARY ANNUAL MEETING OF SHAREHOLDERS

in the above Company will be held at the COMPANY'S OFFICE, 8, George's Building, 6, Connaught Road, Victoria, on SATURDAY, 27th February, 1909, at 10 o'clock for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1908, and electing a Co-auditing Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 23rd of February, to SATURDAY, the 27th February, both days inclusive.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 12th February, 1909.

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS

in the above Company will be held at the Office of the General Managers, at 12.30 P.M. on SATURDAY, 27th instant, to receive a statement of the Company's Accounts to 31st December, 1908, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th instant to the 27th instant, both days inclusive.

JARDINE, MATHESON & Co., LD.,

General Managers.

Hongkong, 13th February, 1909.

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTIETH MEETING OF SHAREHOLDERS

in the above Company will be held at the Company's Office, No. 2, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from 19th February to 4th March, both days inclusive.

By Order,

C. PEMBERTON,

Secretary.

Hongkong, 13th February, 1909.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY MEETING OF SHAREHOLDERS

in the above Company will be held at the Offices of the Undersecretary at 12.30 P.M. on TUESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd inst. to the 9th proximo, both days inclusive.

JARDINE, MATHESON & Co., LTD.,

General Managers.

Hongkong Fire Insurance Company, Limited.

Hongkong, 19th February, 1909.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 31st December, 1908, at the rate of TWO POUNDS STERLING together with a Bonus of FIVE SHILLINGS STERLING per Share of \$25, is Payable on and after MONDAY, the 22nd day of February, current, at the Offices of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 24th February, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share for the six months ending 31st December, 1908, declared at Monday's Ordinary Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 23rd February, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Prince.

Consignees.

Hongkong, 30th February, 1909.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to **APPEAL** to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of **NEEDLE WORK.**

Gentlemen's Shirts made to order, and Cuffs and Collars resealed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiress will also be most grateful for any **PAPER**, or old **ENVELOPES** to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

PHYSICIAN THERAPION

which may certainly rank with, if not take precedence of, many of the discoveries of our day, and which no little ostentation and noise have been made, and the rationale and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Therapion may be obtained of the principal chemists and druggists throughout the world.—*Diamond Fields Advertiser, KANSAS CITY*

An interesting event took place yesterday morning on board the Revenue Cruiser *Chester*, reports the *N. C. D. News* of 19th inst. When Mr. O. R. Coates of H. M. Consul General, presented Mr. J. H. Barton, one of the officers of that vessel, with a testimonial from the Royal Humane Society for his gallant attempt, in trying circumstances, to rescue a Chinese sailor from drowning. The man was overboard in stormy weather and in a strait-way about two miles outside the River near Newchwang and it is his effort to save him Mr. Barton nearly lost his own life. Captain W. F. Tyler, C. Inspector, the Captain and officers of the *Chester*, and an officer from the Revenue Cruiser *Liuhsing* were present on this interesting occasion. Mr. Coates in making the presentation mentioned that Sir Pelham Warren regretted his inability to be present, but he himself felt it a great pleasure to take in the recognition of a brave act. He joyed in Sir Pelham Warren's expression of regard that Mr. Barton had not been successful in saving the life for which he risked his. Toasts were then drunk in Mr. Barton's honour.

No Claims will be admitted after the 6th of June, 1891.
E. A. HEWETT,

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED

GUNS

DIRECT from the manufacturers—at low prices. 12 bore Double Breachloaders from 30's each. Illustrated catalogue of latest model Shot Guns, Combination Game Sporting Rifles, &c., post free. D. JAMES REYNOLDS, George Street, Minorca.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR MERCHANTS.

TOBACCOS.

John Cotton's Nos. 1 & 2;
Carven Mixture; Ardath
Special Mixture; Black Cat;
Garriek Smoking Mixture.

Phillips' Finest Smoking Mix-
ture, "Non Fur" Tobac-
co, and other well-known
brands.

CIGARETTES:

Garriek Cigarettes; State Ex-
press; Quo Vadis; Craven
Mixture; Clarence Extra
Virginian; Knight Ban-
neret; Turkish; "Martin's"
"Non-throat"; Three Cas-
tles (Magnums).

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS

AND

KOWLOON DISPENSARY.

Hongkong, 13th February, 1909.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 7, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contributions.

BIRTH.

On January 25, 1909, in London, S.W., the
wife of ALEXANDER P. MACGREGOR, of a son.

MARRIAGE.

On February 16, 1909, at Niagara Falls,
ARTHUR JORDAN HUGHES, son of the late
William Stephen Hughes of Chelsea, London,
and Mrs. Hughes, now of St. Mary's, near
Piddistown, Cornwall, to HARRIET AMELIA,
daughter of the late Mr. and Mrs. William
Schofield of Toronto, Canada.

DEATH.

On February 17, 1909, at Shanghai, HERBERT
MAY, TRICKETT, Chaplain of St. Andrews
(Missions to Seamen), aged 47 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 25, 1909.

NATIVE BANKS AND NOTE ISSUES.

In connection with the opening of a new
native bank at Shanghai and the visit of
Tang Shao-yi to America and Europe with
the object of gaining some insight into the
methods of financiers in foreign countries,
the *Shanghai Mercury* has some interesting
observations to make on the eternal question
of token money. Incidentally, it brings in
some piquant references to the practices of
Chinese monarchs in ancient times when
they desired to raise the sinews of war and
found the exchequer depleted. The new
bank in question is the Ningpo Commercial
Bank which, it is stated, is organised on
thoroughly sound principles and intends to
follow European lines of finance, particu-
larly with regard to the question of note
issues. It is notorious that in China there
is a vast number of native banks which have
disregarded one of the primary considera-
tions which make for safety and flooded its
constituency with notes for which an entire-
ly inadequate reserve was held. That the
Chinese themselves have realised the utter
fatuity and national danger of such a pro-
ceeding, especially now that China is emerg-
ing from her prolonged seclusion and enter-
ing the county of powers as a commercial

agent, has been evident for a consider-
able time to anyone who has watched the
progress of events in the Middle Kingdom.
And that if China was to become an inter-
national trader she must reform her money-
system from top to bottom was equally
apparent. The Imperial Government has ad-
mitted the necessity of this without number
and every now and again we hear that mem-
orials have been presented to the Throne re-
commending the adoption of modern prin-
ciples in dealing with the general finances of
the Empire. But the giant sloth is difficult
to move. Private traders, however, fully re-
alise the danger of dealing with banks which
have an unlimited note issue and the result
is the creation of such banking institu-
tions as the Ningpo Commercial Bank, the
Hsing Yu Chartered Bank and a few
others which are guided not merely by
Western ideas but plain commonsense in
safeguarding the interests of their share-
holders and clientele. In the past, the
multitudinous issue of bank notes with little
or no security behind them has led the
foreign bankers to refuse to accept some of
these issues. As a counter stroke to this
action of the foreign bankers certain officials
have tried to prohibit the use of foreign
banknotes outside the Treaty Ports, and
though this prohibition fell through, from
sheer impossibility of its enforcement it
sufficiently serves to indicate the kind of pro-
ceeding to which China is willing to resort
when in extremities. It is not by any means
the first time that this sort of thing has hap-
pened. The idea of using paper money in
this way, without any metallic reserve at the
back of it, has often been adopted as a
miraculously revealed path to safety by
impetuous and shortsighted rulers. In
China, indeed, it is of venerable antiquity.
Our contemporary proceeds to give an idea
of the methods which were resorted to in
order to "raise the wind." It states an early
Chinese Emperor is reported to have made
a "corner" in the skins of a certain kind of
white deer from which token money was
made in his realm with a view to providing
himself with funds for a war. We hear
nothing of a cash reserve for the redemption
of these primitive notes, and probably any
one who asked for payment in cash on pre-
sentation would not have had an opportunity
of doing so twice. The Great Khan of Tartary
who, according to the frequently variegated
Sir John Maundeville, was able to "dis-
pende ynow and outrageously" by means of
a leather currency, appears also to have
managed it without any provision for its
convertibility. But in modern China the
uncontrolled issue of notes without the
security of properly regulated metallic
reserves is a serious danger to the
commercial community, and the great
banking interests as well as the Chambers
of Commerce view the prospect of the
continuance of such a system with grave
concern. A memorandum recently drawn
up by the Shanghai Chamber of Commerce
mentions seven "banks," most of which
appear to be hardly worthy of the name,
which have issued these "skin plasters," and
the total actually out is nearly \$24,000,000
and 200,000 taels, or rather over £2,100,000,
in addition to which two other banks con-
template making issues, and other issues
are reported to have been made "by provinces,"
with the mere guarantee of the provincial
authorities, to the extent of Tls. 56,000,000
(\$6,300,000) and \$20,000,000 (£2,750,000).
The total of these three amounts—virtually
unsecured liabilities—is £10,150,000, not a
large sum as note circulations go; but the
movement is spreading, and a much
larger total will be in the hands of
the public before long, unless some
check is made operative. The evil is
on a par with the indiscriminate issue of
debased currency, which has far too often
proved a lucrative source of revenue for
Provincial Governments, and in the case of
Canton has operated disastrously on the
subsidiary coinage of Hongkong. We need
only recall the fact that the practice of mint-
ing 20-cent pieces at the Canton Mint was
carried to such a pitch that the then Gov-
ernor of Hongkong, Sir Matthew Nathan, had
to appeal to the Viceroy, through the Con-
sul-General, to suspend operations for a
period. That the Viceroy was well aware
of the minting of these coins was far in excess
of actual requirements was evidenced by his
ready acknowledgment of the justness of His
Excellency's protest and the Mint was closed
down for three months. But, of course,
nobody outside the official yamens knew
what store of minted 20-cent pieces had
been hidden away as the result of the feverish
operations previously carried on night and
day. The evils of an unsecured paper issue
and an excessive issue of debased token
money in the shape of subsidiary coins are
believed to have been the cause of many of
the native failures which occurred in 1907
and 1908, particularly in the North. The
hope is expressed that His Excellency Tang
Shao-yi may in the course of his travels learn
at least one of the vital principles of bank-
ing, that an unlimited note issue without
security is a direct menace to the com-
mercial prosperity of the Empire. The question
leads naturally to the subject of a national
coinage, but that horse has been so soundly
whipped in the past that it is entitled to a
well-earned rest for a time.

ON LOTTERIES.

It is interesting to speculate as to what would
happen to a member of the Legislative Coun-
cil of Hongkong who had the hardihood to
suggest that the Government should introduce
a Bill permitting the establishment of lotteries
in the Colony. Probably the mildest term that
would be applied to him would be that of
"abandoned reprobate," while the respectable
section of the community would hold up their
hands in holy horror at the bare idea. And
yet a very good case could be made out by one
who had the financial interests of the Colony
at stake. It could be shown that half the Colony
has a whole-hearted belief in gambling in all
its ramifications. Witness the rush to enter
the big "sweeps" at the races, to indulge in a
mild "flutter" on the pari-mutuel, to make pri-
vate bets on anything on the face of the earth
and, perhaps, even on the existence of the
Martians, to run in the face of the gambling
law on any and every occasion. If the police
had the power to search the younger generation
in the Colony, it would be astonishing to dis-
cover how many were in possession of lottery
tickets belonging to the syndicates at Canton,
Hankow, or Shanghai. But in moral Hong-
kong it is the proper thing to be shocked
at such atrocious immorality. Certainly when
we go to Macao on a Sunday we may
occasionally pay a visit to the fat-las establish-
ments but that is an entirely different matter.
One must do in Rome as the Romans do.
The idea is that you cannot corrupt the
corrupted, and as few of the people of Macao
are regarded as "sea-green incorruptibles"
like Robespierre no harm is done. But Hong-
kong is the home of virtue, purity and morality.
The very suggestion of wrongdoing is hateful
and hideous to all of us—with the exception of
a few black sheep who are banished from the
face of all decent respectable people. What
has led to these reflections? It may be asked.
Well, it appears that in the Philippines the
people are not so mealy-mouthed and hypocriti-
cal. A member of the new Assembly has in
preparation, we read, a Bill for the re-establish-
ing in the Philippines of the insular lottery
as it was conducted under the Spanish
regime. From the *Cable News* we learn that
it is claimed for this Bill that it will produce
for the insular treasury more funds than any
law on the statutes barring the internal re-
venue act. This is claimed for it in view
of the fact that the income from that source in
1897, the last year of its operation, was
\$5,431,022 Mexican currency, of which
\$1,347,753, or 25 per cent, went to the insular
government, the rest being expended in the
cost of operation and the prizes distributed to
the winners. The establishment of the
Philippine lottery was authorised by Royal
order in April, 1882, on the basis of the
lottery conducted in the Peninsula. It
was not established on that date, however,
and on April 6, 1882, another Royal
order decreed some action to be taken
in the premises but it was not till August 1,
1883, that the lottery began to operate. The
number of tickets to be sold was fixed at 5,000,
each to be sold for one peso and divided halves
and quarters. In this lottery 268 prizes were
distributed, valued at \$3,750, one at \$1,500, one
at \$500, two at \$100, 14 at \$50 and 250 at \$4, all
in Mexican currency. The last distribution of
prizes took place in Manila on April 14, 1898. In
1890 the income of the Government from the
lottery was, in round numbers, \$200,000; in
1881 it was \$689,000; in 1897 \$765,000; in 1893
\$529,000; in 1894 \$831,000; in 1895 \$917,000;
in 1896 \$1,165,000; and in 1897 \$1,357,753.
Now a million and a quarter dollars is rather
a tidy sum to handle and it would relieve
the Government of the burden of finding
out new methods of taxation when opium
has practically disappeared off the face of the
earth. But it would never do to introduce
such a thing as a lottery into a British Colony.
Only abandoned wretches would harbour the
idea in their minds. We also, would throw
scorn on the knaves who made such a sugges-
tion; we feel as righteous as the best mob; we
would vehemently denounce such a scheme;
we would brought forward. But it is at least
interesting to contemplate.

LOCAL AND GENERAL.

GOVERNMENT HOUSE, Saadakan, has now
been completely demolished with the excep-
tion of the dining-room wing, which is com-
paratively new, and which will be built into
the new house.

Mr. Maurice E. Bandmann writes calling atten-
tion to the fact that he has brought an ex-
ceptionally strong case to perform in several well-
known plays. The first performance will be
given on Saturday, when the company will
appear in *Pinkie's* "The Second Mrs. Tan-
queray." This is the company's last appear-
ance in the Far East prior to their departure
for Calcutta.

A most adventurous time two street coolies
had the other day in order to steal nineteen
cow hides from a shop in Sai Wo Lane. They
had to climb over walls, make their passage
through all kinds of obstruction, scale water,
spouts, and to house tops, and had to lower
themselves into a yard before they could reach
the property. When they did get there they
were caught. The hides they were accused of
stealing were valued at \$36. In the Police
Court, to-day, the pair were given six months'
hard labour each. Inspector Robertson pro-
secuted.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council
was held in the Council Chamber this after-
noon. Present: His Excellency the Govern-
or, Sir Frederick Lugard, K.C.M.G., H.E.
Major-General Broadwood, C.B., Hon. Mr.
F. H. May, C.M.G., (Colonial Secretary),
Hon. Mr. W. Rees Davies (Attorney General),
Hon. Mr. A. M. Thompson (Colonial Treasurer),
Hon. Mr. W. Chatham, C.M.G., (Director of
Public Works); Hon. Mr. F. J. Bodeley, (Cap-
tain Superintendent of Police), Hon. Mr. E. A.
Living (Registrar General), Hon. Dr. Ho Kai,
M.B., C.M.O., Hon. Mr. Wei Yuk, C.M.O., Hon.
Mr. H. E. Pollock, K.C., Hon. Mr. W. J. Gresson,
Hon. Mr. E. A. Hewitt, Hon. Mr. H. A. W.
Slade, and Mr. A. G. M. Fletcher (Clerk of
Council).

MINUTES.

The minutes of the last meeting were read
and confirmed.

FINANCE.

The Colonial Secretary laid on the table the
report of the Finance Committee (No. 21).

PAPERS.

The Colonial Secretary, by command of His
Excellency the Governor, laid on the table the
following papers:—

Correspondence relating to the transfer to
the Government of the Widows' and Orphans'
Pension Fund. (Sessional Paper No. 19 of
1908).

Report on the proposed Boat-shelter at
Mongkokkui by J. F. Boulton. (Sessional
Paper No. 19 of 1909).

With regard to the latter, the Colonial Sec-
retary stated that as now proposed the boat
shelter would entail some additional expense,
and in order to keep the expenditure within the
estimates the boat shelter had been slightly
reduced in area.

FINANCIAL MINUTE.

The Colonial Secretary laid on the table
Financial Minutes Nos. 1 to 9. It was agreed
that they be referred to the Finance Committee.

THE WIDOWS' AND ORPHANS' PENSION FUND.

The Colonial Secretary moved the following
resolution:—

"Resolved that the valuation of the assets
and liabilities of the Widows' and Orphans'
Pension Fund contemplated under Section 18
of the Widows' and Orphans' Pension Ord-
inance 1908, shall be made at the rate of 1s. 10d.
to the dollar."

In doing so, he said: It will be within
the recollection of hon. members that when
the Widows' and Orphans' Pension Ord-
inance was under consideration by this Council
at the end of last year certain correspond-
ence was laid on the table including
a despatch from the Secretary of State dated
28th December, 1907. The last paragraph of
that despatch says: "It is desirable that a
valuation should be made in order that the
surplus, if any, disclosed by it may be distri-
buted among the beneficiaries of the Fund in
the shape of increases to the pensions. For
this purpose, an arbitrary rate of exchange
must be assumed for the purposes of valuation.
The exchange value of the dollar has recently
fallen from about 2s. 3d. to below 1s. 10d. As
the value of the sterling liabilities must be greater
than the value of the future sterling contribu-
tions, the higher the sterling value assumed
for the dollar the more favourable to the Fund
will be the results of the valuation, and I
should be prepared to allow the valuation to be
carried out at a rate not exceeding 2s. 3d., which
you and the Legislative Council may consider fair
and reasonable." It was found that the average
rate of exchange from the years 1897 to 1907
inclusive is just a fraction over 1s. 10d. It is
therefore considered that 1s. 10d. be a fair
and reasonable rate to take and accordingly I beg
to move the resolution standing in my name.

The Colonial Treasurer seconded.

The motion was unanimously adopted.

CAPSUMUM PASS LIGHT.

Mr. H. E. Pollock, K.C., asked the following
question:—

Will the Government state what would be
approximately the cost of putting up a fixed
light to indicate the South-eastern entrance to
the Capsiumum Pass?

The Colonial Secretary: I may state that
the cost of a light similar to that on Mayan
Island would cost \$500.

SYMPATHY WITH THE CHINESE
GOVERNMENT.

His Excellency the Governor: It will be
within the recollection of the Council that some
time ago we passed a resolution of condolence
with the Chinese Government on the deaths of
the Queen-Empress and the Emperor of China.
I have received through our Minister at Peking
the very cordial thanks of the Chinese Govern-
ment for the sympathy of this Council for the
loss which they suffered by the deaths of the
Covager Empress and the Emperor. I cannot
repeat the words of the reply as the paper
has been mislaid, but the general purport of it
was as I have said.

THE MERCHANT SHIPPING ORDINANCE.

The Attorney-General moved the first read-
ing of a Bill entitled An Ordinance further
to amend The Merchant Shipping Ordinance,
1899.

The Colonial Secretary seconded.

Agreed.

The object of this Ordinance is to bring the
law of this Colony relating to merchant ship-
ping into line with the law of England by
incorporating in the Merchant Shipping Ord-
inance, 1899, certain provisions of the Merchant
Shipping Act, 1906, especially those extending
to foreign ships the duties and liabilities at
present imposed on British shipping in respect
of deck and load line and of life-saving ap-
pliances. Provision is also made for the survey
of motor boats not licensed under the principal
Ordinance.

HONGKONG HAV RECLAMATION.

The Attorney-General moved the first read-
ing of a Bill entitled An Ordinance to authorise
for public purposes the Reclamation of certain
portions of the Crown foreshore and sea bed
situate in Hongkong Bay in the Colony of
Hongkong and to validate such reclamation,
as has heretofore taken place.

Hongkong Bay has been in part reclaimed
for the purpose of the Government railway and

it is deemed desirable to validate by legislation
the work already done and to authorise further
reclamation. The Bill so provides.

The Colonial Secretary seconded.

Agreed.

THE MAGISTRATES' ORDINANCE.

The Attorney-General moved the third read-
ing of the Bill entitled An Ordinance to amend
The Magistrates' Ordinance 1890 and to effect
certain other amendments in the Criminal
Law.

The Colonial Secretary seconded.

Dr. Ho Kai: On account of section 8 of
this Ordinance empowering the Governor-in-
Council to make certain regulations for the
regulation of spitting in certain public places
I conceive it to be my duty to record my pro-
test against the third reading, and I consequen-
tially wish a division to be taken.

Mr. Wei Yuk: I concur.

His Excellency the Governor: Since this
Bill passed the second reading and was dis-
cussed in Committee I have received a petition
from a number of Chinese gentlemen, which
has been very largely signed, repeating for the
most part the arguments used in this Council
by those members who opposed the read-
ing of the Bill on account of the clause
to which the senior unofficial member has
called attention. The petition puts forward
no new arguments but reiterates those which
have already been debated here and I there-
fore see no reason to change the opinion to
which this Council has committed itself on the
second reading. The petitioners say that I
wished that we should promote the hearty and
willing co-operation with the Chinese instead
of compulsion by law. They urge that process
of education should be instituted and process
of persuasion. That process, gentlemen, is one
which we propose to adopt and towards which
we have already taken many steps. I hope
that no other process need ever be required to
be taken, but I do consider that if Government
takes up an important question of this kind
and issues circulars and instructs lecturers
and posts notices and takes other means of
education that it is more likely its object will be
more effectively attained if it is known to the
people that it is within its power to enforce it.
I have assured the petitioners that if regula-
tions are required in the future to be
framed they will be framed with care and
moderation, that every effort will be made to
avoid those risks which they fear, such as
arbitrary arrest or undue interference with the
individual, and I hope that those methods of
education and co-operation to which we are
now devoting ourselves will be effective with-
out having recourse to putting into operation
the clause to which the senior unofficial mem-
ber has recorded his dissent.

Dr. Ho Kai: I demand a division.

The vote resulted:—

Ayes: Messrs. Hewitt, Irving, Chatham,
Thompson, Rees Davies, May and General
Broadwood—7.

Noes: Messrs. Slade, Gresson, Pollock,
Wei Yuk, and Dr. Ho Kai—5.

The motion was accordingly declared car-
ried and the Bill was read a third time and
passed.

The statement of objects and reasons for the
Bill reads:—

This Bill proposes to effect certain amend-
ments in the Magistrates Ordinance 1890 and
in the Criminal Law of the Colony:—

Section 3. This amendment empowers a
Magistrate to order imprisonment in default of
finding security for good behaviour. The
power already exists in section 50 of the same
Ordinance in the case of a person failing to
enter into a recognizance with sureties to keep
the peace.

Section 4. This section extends the power of
imposing whipping in the case of a youth
under sixteen.

The object is to substitute whipping in cases
other than those already authorised and so
avoid imposing imprisonment where the age
of the youth renders it undesirable.

Section 5. Having regard to section 70 of the
Magistrates Ordinance 1890 which empowers
a fine to be imposed in indictable cases it has
been suggested that the phraseology of the
Stocks Punishment Limitation Ordinance 1887
is ambiguous. This amendment proposes to
place the question beyond doubt and it de-
scribes by schedule the offences which are
exempted from the punishment of stocks.

Section 6. This section provides safeguards
in the interests of a person ordered to pay com-
pensation by a Magistrate for malicious prosecu-
tion or false testimony and it makes also
provision for enforcing the order.

Section 7. Restricts noisy trades carried on
by the lessees of Crown lands. It has been
found that such a nuisance in certain places
is unchecked and power of forfeiture contained
in the Crown leases is deemed insufficient to
stop it.

Section 8. Authorises the Governor-in-
Council to make regulations in the interest of
sanitation and cleanliness prohibiting spitting
in public places.

Section 9. The term "street" in the Gam-
bling Ordinance 1891 is extended so as to
include a wharf, pier, park, recreation ground or
other open space.

Section 10. Chinese District Watchmen are
not in the view of the Magisterial Court
"Public servants" within the meaning of the
Misdemeanours Punishment Ordinance 1893
and consequently not amenable to bribery
under that Ordinance. The clause places
them within such category.

Section 11. This affords "Forest Officers"
similar protection to that granted to Police
constables.

JURY LIST.

The Jury List was considered by the Council
with closed doors.

ADJOURNMENT.

The Council adjourned until Thursday, the
11th prox.

FINANCE COMMITTEE.

A meeting of the Finance Committee was
held immediately after the meeting of Council,
the Colonial Secretary presiding. It was agreed
to recommend that the following votes be
adopted by the Council:—

OVERTIME ALLOWANCE.

A sum of four hundred and fifty dollars in
aid of the vote, Harbour Master's Department,
B.—Mercantile Marine Office, personal emolu-
ments, overtime allowance.

LANGUAGE ALLOWANCE.

A sum of one hundred and eighty dollars in
aid of the vote, Police and Prison Department,
A.—Police, other charges, language study
allowance (Punjabi) to probationer.

TAI-PO FISH POND.

A sum of one thousand five hundred and
forty-eight dollars and forty cents in aid of the
vote, Public Works Extraordinary, resuming
and filling in fish pond at Tai-po.

SCHOOL OF TROPICAL MEDICINE.

A sum of two thousand four hundred dollars
in aid of the vote, miscellaneous services,
grants in aid of scientific institutions, London
School of Tropical Medicine, (Lico).

NUOVS.

A sum of six hundred and fifty-four dollars in
aid of the vote, Harbour Master's Department,
Harbour Office, special expenditure, buoys.

AUDIT OFFICE.

A sum of one thousand and ninety-two
dollars in aid of the vote, Audit Department,
other charges, share of Home expenditure
(L91).

STORM SIGNALLING.

A sum of ten dollars and forty-seven cents
(\$10.47) in aid of the vote, Miscellaneous Ser-
vices, telegraph services, contribution in con-
nection with signalling messages, etc., to
Observatory, (L515).

WATER FOR TAI-PO.

A sum of one hundred and eighty dollars in
aid of the vote, Public Works, Extraordinary,
buildings, staff quarters, Tai Po, water service.
HANSARD REPORTS.

A sum of forty-seven dollars in aid of the
vote, Colonial Secretary's Department and
Legislature, other charges, Hansard reports.
This was all the business.

MACAO'S GOVERNOR.

OFFICIAL VISIT TO HONGKONG.

H.E. Senhor J. A. Rodrigues, Governor of
Macao, will pay an official visit to Hongkong
to-morrow. The object of the visit is an ex-
change of amenities with his colleagues, Sir
Frederick Lugard, Governor of Hongkong,
Senhor Rodrigues will be the guest of His Ex-
cellency during his brief stay in the Colony.

The Portuguese Governor will be accom-
panied by his suite, composed of Captain
Pacheco Souza, chief of staff, Capt. Dias,
A.D.C., Lieut. Santos, A.D.C., Capt. Figueira,
and Dr. Leitao. The party will proceed to
Hongkong on the gunboat *Rio Lima*, which
is expected to arrive here about noon. The
official landing will be made shortly after one
o'clock. The programme of reception so far
as completed will, we understand, be as follows:—

After the call on Sir Frederick at Govern-
ment House, the Governor of Macao will
proceed on board the flagship, H.M.S. *King
Alfred*, on a visit to the Hon. Sir Hedworth
Lambton, K.C.B., Commander-in-Chief, thence
to Commodore Lyon on board H.M.S. *Tamar*,
A Guard of Honour and Band will be drawn
up at Blake Pier. The Portuguese visitors
will lunch at Government House; invitations
have been issued to the principal residents to
meet Senhor Rodrigues at luncheon; covers will
be laid for about fifty. It is probable that in
the afternoon, a visit will be made to the
Flower Show at the Botanic Gardens. Capt.
P. H. M. Taylor, A.D.C. to Sir Frederick
Lugard, will escort Governor Rodrigues in all
his official visits. Capt. Taylor will board the
Rio Lima upon arrival, when he will be accom-
panied by Mr. J. J. Leiria, Consul for Portugal
in Hongkong; the Government tender *Victoria*
has been placed at the disposal of the visitors.

A reception will be held at the Club Lusitano
from 5.30 to 6.30 p.m., at which Governor
Rodrigues will attend. We understand that in-
vitations will be issued to the Portuguese com-
munity in Hongkong to attend the reception.
It is probable that the excellent band of the
Sociedade Philharmonica, most of whose mem-
bers are also members of the Club, will dis-
cuss pleasing music during the reception.

SOLDIER SENT TO PRISON.

CONVICTED OF STEALING TRAMWAY
COMPANY'S MONEY.

The case against the soldier belonging to
the R.G.A., who was accused of stealing one
dollar and fifty cents in coppers from the cash
box on one of the tramcars the other day, was
resumed before Mr. J. H. Kemp in the Police
Court, this forenoon.

The conductor of the car was recalled and
the Court had the following questions to ask
him:—

When had you last seen the money in the
box?—I counted the cash at Shek-tung-ai.
And the car was returning to town?—Yes.
If the motorman had told you would you
have known that the money was missing?—No.
The motorman said that at the time there
were only two soldiers in the car.

A witness for the defence stated that on the
day the larceny was alleged to have been com-
mitted he saw the defendant gambling in the
harrack's gymnasium. He saw defendant win
several hands. The winnings, sometimes
amounted to a dollar.

The Court: What were they gambling at?—
Pontoons.

Do you usually use coppers to gamble with?—
Yes.

Were you get them from?—From Chinese.

Do you ever change your pay into coppers?—
Yes.

How much do you get for a dollar?—I only
change twenty and forty cents.

Do you get a premium?—No, sir.

You get twenty cents for twenty cents?—
Yes, sir.

You are not in the habit of changing a
dollar, are you?—No.

Do you know if other men are?—No, sir.

Another witness said that defendant had won
about three dollars on Sunday. There was a
large pile of coppers near him.

Asked as to whether he had any more wit-
nesses to call, defendant said that he had one
more, but it only occurred to him this morn-
ing. That was a man in the canton, and he
could state that on one occasion he had paid
for twenty pints of beer with coppers.

The Court: You are convicted? I sentence
you to three weeks' hard labour.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE

INTERNATIONAL OPIUM COMMISSION.

RESOLUTION BY CHINESE DELEGATION.

[From Our Own Correspondent.]

Shanghai, 25th February, 4.10 p.m.
The Chinese delegates introduced four resolutions at the meeting of the International Opium Commission to-day.

NEW AMERICAN JUDGE.

ARRIVAL OF MR. THAYER.

[From Our Own Correspondent.]

Shanghai, 25th February, 4.10 p.m.
Mr. Rufus Thayer, the new Judge of the American Court in China, arrived here last evening.

EXTRA-TERRITORIALITY.

IMPORTANT DECISION OF THE FULL COURT.

The appeal from the Chief Justice's recent decision on the question of domicile was dismissed with costs to-day. The point to be decided was whether a man, not being a resident, nor having a place of business in the Colony, could be adjudged bankrupt in Hongkong. In his former judgment the Chief Justice was of opinion that the Court had jurisdiction to entertain the petition, and granted petitioner the Receiving Order. The opposition appealed against the decision, and the Full Court, comprising the Chief Justice and Mr. Justice Gompertz, dismissed the appeal, as already stated above.

In the course of his judgment the Chief Justice said:—I have given my best consideration to Sir Henry Berkeley's careful and concise little argument on a point which seems still open to argument on my judgment from which he appeals, but I think the conclusion of fact at which I arrived was warranted, and that having specially in view the aspect of the bankruptcy jurisdiction which I endeavoured to elucidate, the conclusion of law based on the conclusion of fact was sound. Before giving judgment a few days ago, however, the attention of the Court was drawn to Ordinance 6 of 1902, which apparently had been overlooked by all of us. Our attention was properly drawn to it because the Court is bound to take official cognizance of the law of the Colony, and solicitors, being officers of the Court, are bound to assist the Court in the performance of this duty, which, in the case of a Colonial Statute book, is often a difficult one. We therefore deferred our judgment in order to see whether this Ordinance has any bearing on the question before us so as to induce us to alter our judgment. It provides that the word 'debtor' as used in section three of the Bankruptcy Ordinance as revised, section 4 as it was then, is included 'a person who, though not himself personally within the Colony, carries on business by an agent within the Colony and possesses assets therein,' and there is a further expansion of the definition, which I shall refer to presently. How it is in this case, the debtor had still remained in Annam, merely sending up his cinnamon to the Kwang Mow in this Colony for sale, he would have come within the meaning of this definition. A fortiori he would have come within the bankruptcy jurisdiction when instead of remaining in Annam he comes himself to the Colony to take some part in the transaction of his business. But I do not base my decision on that ground because I believe that consistently with the fundamental principles of jurisdiction as I have explained them, and consistently with the remarks I have already made, and must presently make, on the extra-territorial provisions of the colonial bankruptcy law, this debtor is properly subject to that law. As I have endeavoured to explain it, I have not held that he is clearly within it, but having given the matter very careful consideration, I use the word 'properly' advisedly. This really disposes of the case before us, but the question I have now in my mind is whether this Ordinance 6 of 1902, having been referred to, I ought not to go further, and express my opinion in it upon the larger question which is involved in it. This Ordinance is in fact extra-territorial, and therefore it has become necessary to consider the question definitely. I am glad I have done so because the conclusion which I have come to is a surprise to myself, and has upset my own preconceived notions on this important question of colonial constitutional law. I must to the first place criticise Ordinance 6 of 1902 as a most unsatisfactory piece of draftsmanship. Continuing, his Lordship said it included a definition of 'debtor' which already included two definitions as conditions preliminary to the presentation of a bankruptcy petition. The clause not having been repealed there were therefore two redundant provisions and he was not quite sure that that might not cause some confusion. Proceeding, his Lordship said:—The principle that a Colonial Legislature can only legislate territorially is, in the case of a Crown Colony, limited therefore to this, that if it is passed in the absence of special instructions from Home, it is the duty of the Attorney-General to call the attention of the Colonial Office to the point in his explanatory report, and the Secretary of State as the constitutional adviser of the Sovereign will advise the King whether to disallow the Ordinance or not. I am bound to assume, although I consider the Ordinance 6 of 1902 to be defective in point of form and much in need of amendment that the question has been duly considered at home. For all these reasons I am of opinion that all the extra-territorial provisions of the bankruptcy law of the Colony including No. 6 of 1902 are ultra vires.

Mr. Justice Gompertz concurred.

The Peak Murder.

JURY'S VERDICT QUASHED.

PRISONERS DISCHARGED AND RE-ARRESTED.

The important point of law raised by Counsel for the defence at the conclusion of the Peak murder trial, in which two coolies were found guilty by a jury of the manslaughter of a shopkeeper's son named Ku Tung (the third prisoner having been discharged), was decided by the Chief Justice and Mr. Justice Gompertz at the Supreme Court, this afternoon.

It will be remembered by those readers who had followed the case closely that soon after the jury's verdict had been recorded, the point was raised, that as the evidence taken during the trial was not translated from the Cantonese into the Hok-lo dialect for the benefit of the prisoners such evidence was inadmissible, and therefore the conviction must be quashed.

In a lengthy judgment delivered by both Judges this point was upheld, and the prisoners were discharged. Immediately the decision was announced the Attorney-General preferred another indictment against the men, charging them again with murder.

To this procedure, Counsel for the defence objected. He said he did not understand how they could charge men twice for the same offence.

The Attorney-General said that his friend could enter what objections he wanted when he appeared to defend the prisoner again.

Counsel for the defence retorted, with: I don't suppose I shall.

This ended the proceedings and the prisoners were released, only to be re-arrested as they were about to enter the street.

His Lordship in delivering his decision said in part:—As the procedure under section 78 of No. 9 of 1879 which provided what in the Court of Crown cases reserved for the Colony does not require a case to be stated, it is necessary for me to state the circumstances in which the question which has been reserved for the opinion of the Court arose. Three men, Kwok Leung, Li Hek Shun and Hong Loi were charged with the murder of Ku Tung. They were Hoklo men. Some of the evidence for the Crown was given in English, and some in Punli. The prisoners were defended by Mr. Callthrop, and at the conclusion of the case for the prosecution he called evidence, and he also put the three prisoners in the box. One of the English witnesses for the defence, Mr. Holworthy, had given evidence to the effect that the first prisoner, Kwok Leung, was his chair coolie. He said that when he arrived at the Peak on the day of the murder by the 12.15 or 12.30 train, he found his chair waiting for him as he had ordered, and there were only three chair coolies, among them Kwok Leung.

In cross-examination he said that he asked why the four were not there, and that No. 1 prisoner had said there had been a fight, and that that was why the fourth coolie, No. 2 prisoner, was absent. When Kwok Leung was in the box he gave evidence that there had been only three coolies at the tram station. In cross-examination he said No. 2 prisoner was the missing coolie. He then said in answer to a question put by the Attorney-General that he did not tell his master Mr. Holworthy that there had been a fight. Other questions on this point were about to be put by the Attorney-General when it occurred to me that Mr. Holworthy's evidence had not been translated to the prisoners, and I intimated that in the circumstances I did not think that the point ought to be pressed; to which the Attorney-General assented. The jury acquitted No. 1, but found the second and third prisoners guilty of manslaughter. Before sentence Mr. Callthrop intimated that some of the evidence, either English or Punli, had not been translated to the prisoners, and moved that the question be reserved for the Full Court as a question of law whether the conviction ought not to be quashed on the ground that the evidence ought to have been translated, and this is the point on which we are now called upon to give our decision. It is advisable to deal at once with the question of materiality of the evidence actually admitted but untranslated. If No. 1 prisoner had been found guilty, undoubtedly the fact that he had told this untruth with regard to No. 2 prisoner would have influenced the jury and I should have found it extremely difficult not to quash the conviction. We have not, however, to consider whether any part of the evidence, which was untranslated was material, and so contributed to the conviction of the other prisoners. Mr. Callthrop had taken the broad ground that none of the evidence of the Crown was translated and as they were convicted none of it must have been material. He raises therefore the abstract question whether a conviction can stand when the prisoners have no knowledge of the evidence given against them. He called it "inadmissible evidence, and strictly, this is the right term to use though it is not its ordinary use. There is a recent case, R. v. Hadwin, where a conviction against several prisoners was quashed on the ground that the others were not allowed to cross-examine one of them who went into the box. Evidence given without cross-examination is, strictly speaking, inadmissible evidence, and scientifically the term is rightly used. There are three at least a priori reasons in favour of Mr. Callthrop's contention. First, the prisoner is always entitled to make a statement, even when he is defended by Counsel; therefore, he must know what the evidence against him is. Secondly, now that the prisoner may give evidence, it is more than ever material that he should know the evidence against him in order that he may meet it, and, as we do not assume the prisoner guilty until he is so found if he does not know it, the truth may be kept back. There may be some part of the evidence for the Crown which he could easily rebut had he known it. If he does not know it he cannot do so. Thirdly, if he does not hear what the witnesses are saying, he cannot assist his counsel in cross-examining them. I confess that without looking at the authorities the question presents no difficulties, while the prisoner is not defended by counsel, and the real difficulty arises from the fact that in this case they were defended. But the a priori arguments seem to me very strong, and the first applies whether there is Counsel or not. The third is specially concerned with the fact that there is a Counsel. The second may in some measure be answered by the fact that the depositions taken before the magistrate have already been translated to the prisoners, and therefore he has notice of what is going to be said in the box at the trial. But this is not conclusive because it does not apply to new statements which may be made in cross-examination. The quashing of this conviction is regrettable in itself: it is more so from the fact that this is not the first time this question has been raised. The Attorney-General referred to the custom of this Court, which has been, he said, invariably never to translate the evidence when prisoners are represented by Counsel. That it was the custom seems to be the fact, for at the first murder case I tried in this Colony I drew attention to it, and directed the evidence to be translated, and I seem by referring to my notes to have done so a second time at the next Assize. I think the statement made by the late interpreter of the Court is defective in this respect, but it has been somewhat amended and explained.

Mr. H. G. Callthrop appeared for the two prisoners, instructed by Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon) while Mr. W. Reed-Davies, K.C. (Attorney-General) with whom was Mr. F. B. L. Bowley, of the Crown Solicitor's Office, represented the Crown.

DISORDERLY SAILORS.

SENT TO PRISON FOR ASSAULTING POLICEMEN.

Three sailors from H.M.S. *Hawke* caused a great uproar in the Central district at about twelve o'clock last night. It started firstly with the refusal to pay their ricksha hire and ended up with ill-using five police officers. The disturbance took all the form of a small riot.

To the Police Court, this forenoon, the three—H. Sprellon, C. Atkins, and Patrick Flynn—were charged with (1) refusing to pay ricksha hire, (2) assaulting the ricksha puller, (3) disorderly behaviour in the charge-room of the Central Police Station, and (4) assaulting two European and three Indian police officers.

The ricksha coolie stated that he was engaged by the second defendant at eleven o'clock outside the Naval Canteen and drove him as far as Murray Barracks. He returned later with his fare to the Canteen and the defendant left the vehicle and refused to pay the fare. Instead witness was struck on the mouth, receiving a cut lip. Witness called a policeman and the defendant was a ricksha.

Asked as to what he had any questions to ask the witness, the second defendant replied: "It's no good. He is ignorant of the case."

Evidence of a similar character was given against the other two defendants. Policeman Eldridge, stated that shortly after midnight, while on duty on Murray Pier, he saw the defendants with the ricksha coolies and three Indian policemen near them. Witness went up and asked one of the Indians what was the matter. The reply he got was that the sailors had not paid their fares. The second defendant replied that he had paid the coolies off with a shilling. Witness said: "If as you say you have paid them a shilling I will search them, and if I find the shilling I show that you did pay them." The second defendant answered: "You need not go to all this trouble. Tell those black-gets away." Continuing, witness said that the journey to the station was a very disorderly one. They refused to be searched, saying that "nobody but a warrant officer could do that." The prisoners were then ordered to the cells. When taking the first defendant thither, the third man struck witness on the face. When he had locked his man up, the latter, through the bars, seized hold of witness's tunic, and he had to use his baton before he was released.

Police Sergeant Garrod said that at 12.45 a.m. to-day the defendants were brought to the station. Three ricksha coolies preferred charges against them. Witness reasoned with the men for a quarter of an hour but still they would not pay. The amount was only ten cents each. While one of the defendants was being searched the third defendant shouted out: "Don't let that—search you. We won't allow it on board our ship." Witness said it was no good going on with the search and he ordered the men to be taken to the cells. Witness closed with the first defendant and with the assistance of P.C. 47, dragged him to the cell. While this was going on, the third defendant spoke again: "It will only cost a dollar," he said, "so boot them." This the second defendant proceeded to carry out, and the two others, breaking away from the Indians, went to their ship's assistance. Witness was kicked on the shoulder and was struck on the left eye. All the officers who had any part in the affair bore marks of violence. One Indian, especially had two teeth in his mouth unloosed, the result of a blow.

The defendants, who appeared to treat the whole matter as a huge joke, refused to make any statement to clear, or attempt to clear, themselves of the charges. They leaned about the place, paying heed to nothing, and on several occasions had to be ordered to stand erect.

His Worship, on the first charge, ordered them to pay a fine of \$5 each, and to pay \$5 compensation to the coolies; on the second count the second defendant was ordered to pay \$5 and one dollar compensation; the third charge was dismissed, and on the last charge they were all sentenced to fourteen days' hard labour without the option.

The German mail of the 27th January was delivered in London on the 24th last.

Mongkoktsui Typhoon Shelter.

ENGINEERING EXPERTS IN CONFERENCE.

ORIGINAL SCHEME PRUNED.

The following report on the proposed boat-shelter at Mongkoktsui by Mr. J. F. Boulton was laid on the table at the Legislative Council meeting this afternoon:—

Public Works Office.

Hongkong, 24th February, 1909.

Sir,—I beg to submit the following report, on my recent conference with Messrs. Cooke, Son and Matthews, the consulting engineers, with reference to the proposed shelter at Mongkoktsui, for the protection of small craft during typhoons. The object of the conference was to obtain an expression of opinion upon the suitability of the proposed shelter and the sufficiency of the proposed breakwater.

To enable the consulting engineers to pronounce upon the subject, I supplied them with the following materials and data:—Charts of Hongkong harbour and surroundings, showing the relative positions of the anchorages and of the proposed shelter; the depth of the water in and adjoining the shelter; the maximum exposure which the breakwater would have to face; and the positions of various sea walls which withstood the typhoon of 18th Sept., 1906, and of others which were damaged or demolished by that typhoon. Detail drawings of the sea walls referred to. Diagrams prepared from Kowloon Observatory records showing the daily direction, force, and duration of the wind during a series of years. Tabular statements showing the behaviour of the wind during a number of severe typhoons, as registered at the Kowloon Observatory. Information concerning the character of the sea as developed by a typhoon; and concerning the character of the small craft which the shelter is designed to protect. Particulars about the levels and nature of the hard bottom and overlying deposit on the site of the breakwater. A detail cross section of the proposed breakwater, and a specification of the same. A schedule of prices of materials and labour.

Information about the location and character of the quays from which materials are to be drawn for constructing the breakwater; about local methods of work; etc., etc.

The consulting engineers were of opinion that, as typhoons mostly begin from the north-east, the position of the shelter, being under the lee of the shore, was well chosen from the point of view of accessibility.

They considered that the breakwater, either with regard to its design or to the extent of the sheltering work contemplated, could not be improved.

But they were of opinion that, unless the widths of the entrances were contracted, the area effectively sheltered by the breakwater would be much and unnecessarily reduced.

The obvious way of contracting the width of the northern entrance was to continue the breakwater northward for some distance; but I had to print out that, if that were done, the contracted entrance would be blocked by the rocky shoal, which projects southward from K.M.L. 32 (the Asiatic Petroleum Co.'s Oil Works). The best way, therefore, and ultimately the most economical way, of narrowing the entrance would be to adhere to the position originally chosen for the north end of the breakwater, and extend the Oil Works point of land southward, by reclaiming the rocky shoal I reckoned that the saleable value of the area reclaimed would go a long way towards defraying the cost of carrying out the reclamation.

The southern entrance could easily be narrowed by curving in the south end of the breakwater sharply towards the shore; but I suggested that it would be preferable to adhere to the original plan entirely, as far as the breakwater was concerned, and narrow the southern entrance by building out a jetty from the shore, in line with Sixth Street. The jetty would be very useful as a public landing place, and the reduced entrance would occupy a position where vessels could easily make it without having to hug the shore.

The consulting engineers approved of these suggestions and recommended that the widths of the entrances should be reduced accordingly—the northern entrance from 910 feet to 390 feet, and the southern one from 840 feet to 390 feet. They considered that these widths would be quite sufficient for the traffic, and for the promotion of such a circulation of water within the sheltered area as would prevent stagnation and the serious deposit of silt. These opinions were based on the information which I was able to give regarding the nature of the traffic, and the strength and direction of the tidal currents.

With reference to the form of the breakwaters: While approving of the general character of the original design, the consulting engineers were of opinion that certain alterations which they considered of importance, should be made in the details. They recommended that the slopes should be flattened; that a wide berm of five-foot boulders should be substituted for the ramp of ten-foot concrete blocks; and that the upper portion of the outer slope, which was originally intended to be covered with concrete in mass, faced with granite pitching set in cement mortar, should simply be covered with pitching consisting of two-ton concrete blocks set dry. The inner slope should be covered with dry stone pitching, in accordance with the original design; and the silt and distribution of the materials in the rubble mound should, in the main, be in accordance with that design.

The consulting engineers entirely concurred in believing it to be necessary that a trench should be dredged in the mud, for the purpose of reducing the lateral spreading of the foundations, as the rubble is deposited. Having regard to the nature of the bottom on which the breakwater has to be constructed, and the character of the local labour and materials available, the consulting engineers had no doubt that a rubble mound structure, such as I proposed, was the proper and most suitable one to adopt. It is true that during the construction of such a breakwater its unfinished parts would be liable to damage from typhoons; but this unavoidable disadvantage would be more than compensated by the economy and convenience resulting from the adoption of a form of structure largely independent of skilled labour, and for which but comparatively little special plant and appliances would be required. The section recommended would also admit of the convenient rectification of such settlements of the work as would inevitably occur during construction and for some time after completion.

The complete scheme for the boat-shelter, as modified by the consulting engineers, was estimated to cost roughly \$173,000 in excess of the estimate for the original scheme. The excess was due to the additional works which were recommended to be carried out at the entrances, the cost of the breakwater as modified being estimated to be practically equal to the same as designated. But as His Excellency the Governor had laid it down that no scheme could be accepted which would exceed in cost the amount of my estimate, namely, \$1,540,000, and as the consulting engineers considered that the additional works were absolutely essential, and that no cheaper type of breakwater could be devised, it became necessary to reduce the cost of the scheme by curbing the length of the breakwater, and the area of the shelter.

Accordingly the consulting engineers, in collaboration with myself, prepared a plan of a smaller scheme, which was roughly estimated could be carried out for the amount of the estimate. The alteration consists of shifting the southern entrance 8.0 feet northwards, thus shortening the breakwater, which is curved in to suit the new position of that entrance. Otherwise, the scheme remains as before. The saving resulting from the shortening of the breakwater will be about equal to the cost of the additional works at the entrances, including the reclamation.

The original scheme would have enclosed a total area of 194 acres of water, and according to the standard adopted by the Consulting Engineers, 166 acres of that area would have been effectively sheltered by the breakwater and additional works. The scheme as now modified will enclose a total area of 169 acres; and according to the same standard, 140 acres of that area will be effectively sheltered. In putting forward the larger scheme originally with the wider entrances, I stated that 166 acres would be sheltered to a much higher degree.

In deciding which of the two schemes recommended by the Consulting Engineers should be adopted, it would appear that only two matters require to be particularly considered, viz., the areas and costs of the schemes. In other respects the two schemes are equal.

The larger scheme was designed to include the greatest area of water which, having regard merely to the possibilities of the site, could be advantageously included. This area is much in excess of present requirements, and would probably not be fully utilized for a great many years to come.

The area of the smaller scheme is more than sufficient for the accommodation of the present number of small craft, and provides a reasonable margin for a future increase in the number.

With regard to the matter of cost, the smaller scheme has the advantage of being some \$173,000 cheaper than the other.

I may here point out that owing to the natural configuration of the site, the cost of the Boat-Shelter could not be further materially reduced without very materially reducing its area.

I attach three sun-prints from drawings prepared by the Consulting Engineers, showing plans of the alternative schemes, and a cross section of the breakwater which is common to both—I have, etc.,

J. F. BOULTON,
The Director of Public Works.

CANTON DAY BY DAY.

CANTON-HANKOW RAILWAY.

[From Our Own Correspondent.]

Canton, 24th February.

The Chinese New Year holidays being over the different Charitable Institutions have on the 16th day of the 1st moon this year (15th instant) resumed the responsibility of collecting the second call of shares for the Canton-Hankow Railway Company. Up to the present time, however, only an insignificant amount has been collected, the shortage, it is reported, being chiefly due to the appointment of the Director-General of the Railway, Tadao Wang Ping Yun, by the Superintendent of the Canton-Hankow Railway, H.E. Chang Chih-tung.

ARREST OF REVOLUTIONIST.

Tam Fuk, leader of a revolutionary party, who had effected his escape from Canton in the 15th moon last year, when three of his comrades were captured by Admiral Li Chun and beheaded, has now been arrested in Hunan as advised in a telegram by the Hunan Governor. H. E. Chang Jen Chun in reply to the Hunan Governor has asked him to send the outlaw to Canton to be tried and punished.

SUPPRESSION OF BRIGANDS.

At present the robbers in the districts surrounding the East River are very active and H. E. Viceroy Chang proposes to detail Brigadier-General Ng Cheung Tat to that quarter to assist the local officials in suppressing the bandits.

DURING the last twenty-four hours forty-eight deportees were landed in the Colony. Twelve arrived yesterday—five from Singapore by the *Kaitang* and seven from Haiphong by the *Hongkong* and *Hawli*. This morning, a gang of thirty-six came on the *Glenalloch* also from Singapore. They are being herded at headquarters pending transportation.

To-day's Advertisements.

PUBLIC AUCTION.

AT MESSRS. JAY'S LIMITED, on SATURDAY, the 27th February, 1909, commencing at 10.30 A.M.
SUMMER DRESSES, HATS, TRIMMINGS, VELVET, GLOVES, CORSETS, VELVET, PLAIN RIBBON, BELTS, SILK BRAIDS, WHITE ALPACCA, APPLIQUE AIGRETTES, FLOWERS, GREEN LEAVES, &c., &c.
TERMS:—Cash on delivery.

GEORGE LAMBERT, Auctioneer.
Hongkong, 25th February, 1909. [213]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBORO' & LONDON.

THE Company's Steamship

"GLAMORGANSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 4th prox., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M., TO-MORROW.

JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 25th February, 1909. [216]

FROM EUROPE.

THE H. A. L. Steamship

"ILLYRIA"

Captain B. Kautze, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd March, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 25th February, 1909. [214]

FROM EUROPE.

THE H. A. L. Steamship

"SPAZIA"

Captain Girslenbrau, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

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HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 25th February, 1909. [215]

A SHARP PENALTY.

SELLER OF ILLICIT OPIUM CONVICTED.

A coolie, who was arrested/selling illicit opium in Morrison Hill Gap Road last night denied the charge when brought up in the Police Court, to-day. He added that when arrested the officer told him that he was to answer for an offence committed last year.

The Court—Then what were you doing with these small boxes if you were not selling?

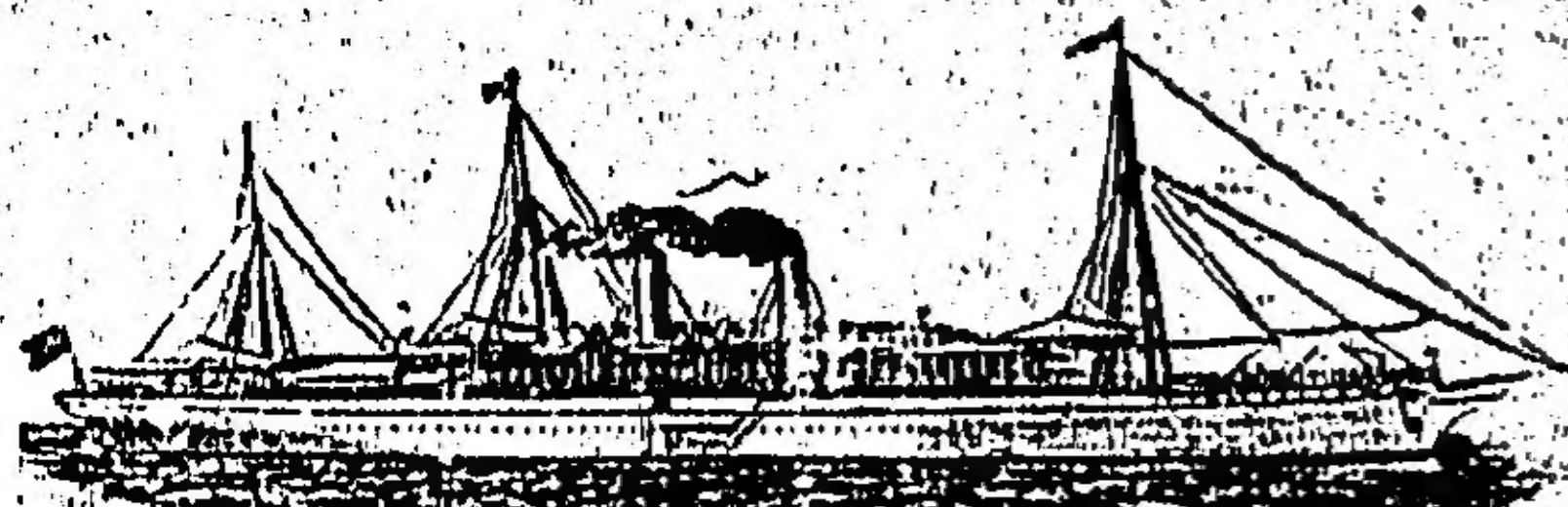
The defendant—They do not belong to me. They are his (meaning the chief excise officer).

It turned out, however, that the defendant had thrice been convicted for similar offences. Four years ago he was fined \$100, the next year \$150, and the year after that \$150. His Worship imposed a fine of \$150, or three months' hard labour.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Burkefield & Swire \$100
Jardine, Matheson & Co. 100
H.K. & Shanghai Banking Corporation ... 100
Reles & Co. 100
D. Sassoon & Co., Ltd. 100
E. D. Sassoon & Co. 100
H. S. Sassoon & Co. 100
Arakel Karberg & Co. 50
Queensland Pacific Railway Co. 50

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Functuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

13 Days 'OKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,165	TUESDAY, Mar. 2nd	Mar. 26th
"EMPRESS OF INDIA"	6,000	SATURDAY, Mar. 13th	April 2nd
"EMPRESS OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPRESS OF CHINA"	6,000	SATURDAY, May 1st	May 22nd
"MONTEAGLE"	6,165	TUESDAY, May 11th	June 4th
"EMPRESS OF INDIA"	6,000	SATURDAY, May 22nd	June 14th

"EMPRESS" steamships will leave Hongkong at 7 A.M.
S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAIKOW, YOKOHAMA, KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £75.10.
Hongkong to London, Intermediate or 2nd Class, via Canadian Atlantic Ports or New York £40.10.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China, &c.,
Corner Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"HANGSANG"	FRIDAY, 26th Feb., Noon.
TIENTSIN	"CHUPHONG"	SATURDAY, 27th Feb., Noon.
MANILA	"YUENSANG"	SATURDAY, 27th Feb., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ	"KUTSANG"	TUESDAY, 2nd Mar., Noon.
MANILA	"LOONGSANG"	FRIDAY, 5th Mar., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"NAMSANG"	SATURDAY, 6th Mar., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "Kutsang," "Namsang" and "Loongsang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and join at Kobe.

The vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yanktze Ports, Chafso, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 24th February, 1900.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FROM	STEAMERS.	TO SAIL
SHANGHAI	"SHAOHSING"	25th Feb., 4 P.M.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	26th "
AUSTRALIAN PORTS	"CHENAN"	28th "
SHANGHAI	"KALONG"	1st Mar., Daylight.
CEBU & ILOILO	"SHANTUNG"	1st "
SAMARANG & SOERABAYA	"TAKING"	2nd "
MANILA	"NANOHANG"	2nd "
NEWCHWANG	"TEAN"	3rd "
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDOL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

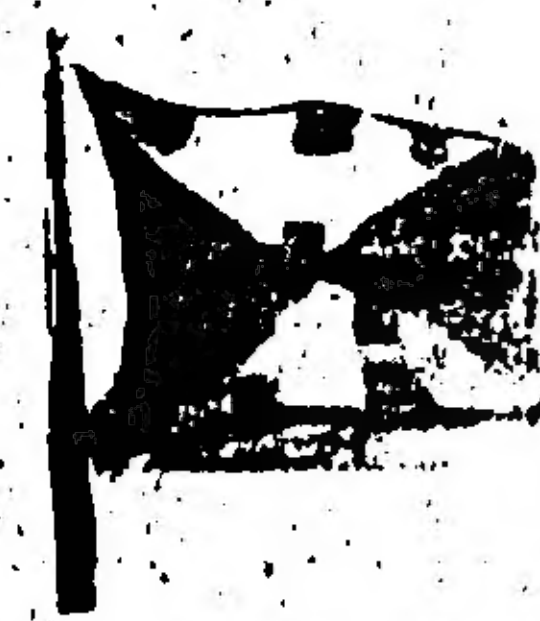
MANILA STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout, and Electric Fans in Staterooms and Dining Saloon. Fare: \$40 single and \$70 return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 25th February, 1900.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabins—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th Feb., at Noon.
RUBI	2540	R. W. Almond	"	SATURDAY, 6th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 24th February, 1900.

Shipping—Steamers.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.
(CANADA, UNITED STATES, MEXICO, CHILE, RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY. OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship

"AMIRAL DUPERRE,"
Captain Martin, will be despatched on or about the 27th inst. for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.
S.S. "AMIRAL HAMELIN,"
Captain Dubouche, will leave this port on or about the 20th March.
For further particulars apply to the Agent—
MESSAGERIES MARITIMES.
Hongkong, 2nd February, 1900.

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"NERA,"
Captain Martin, will be despatched for the above Ports on or about MONDAY, the 1st March.
For Freight or Passage, apply to
P. DE CHAMPMORIN,
Agent.
Hongkong, 22nd February, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"
Captain St. John George, will be despatched above on FRIDAY, the 5th March, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
To assist the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 25th February, 1900.

For further particulars apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 25th February, 1900.

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Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERAM, GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"
Captain B. W. H. Snow, carrying H.M. Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 6th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "China," 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo to the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Arabia," due in London on 16th April, 1900.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to
B. A. HEWETT,
Superintendent.
Hongkong, 20th February, 1900.

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HONGKONG AVERAGE MARKET
PRICES.

Corrected 19th February, 1900. 100 lbs. for 5 Mts.

BUTCHER MEAT.

Beef—Prime cut—Met Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Silo

" Breast—Ngau Lam

" Soup—Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chong

" Ballock's Brains—Know—per set

" Tongue fresh—Ngau Li—each

" " corned—Ham Ngau Li—each

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-tau-keok

" Mutton Chop—Yeung Pal Kwat

" Leg—Yeung Pei

" Shoulder—Yeung Shau

" Pigs' Chittings—Oh cheong

" Brains—Oh Know—per set

" Feet—Oh Keok

" Fry—Oh Chak

" Head—Oh Tau

" Heart—Oh Sum

" Kidneys—Oh Yiu

" Liver—Oh Kon

" Pork Chop—Oh Pal Kwat

" Corned—Ham, Chu Yuk

" Leg—Ohu Pei

" Fat or Lard—Ohu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Sucking Pig, To Order—Oh Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	1/8 13/16
Do. demand	1/8 13/16
Do. 4 months sight	1/8 13/16
France-Bank T.T.	1/8 13/16
Germany-Bank T.T.	1/8 13/16
India T.T.	1/8 13/16
Do. demand	1/8 13/16
Singapore-Bank T.T.	1/8 13/16
Singapore-Bank T.T. per H.K. 100	1/8 13/16
Japan-Bank T.T.	1/8 13/16
Java-Bank T.T.	1/8 13/16
4 months sight L/O	1/8 13/16
6 months sight L/O	1/8 13/16
30 days sight San Francisco & New York	1/8 13/16
4 months sight do.	1/8 13/16
30 days sight Sydney & Melbourne	1/8 13/16
4 months sight do.	1/8 13/16
6 months sight do.	1/8 13/16
4 months sight Germany	1/8 13/16
Bar Silver	23 7/16
Bank of England rate	3 1/2
Sovereign	11 3/4

SHIPPING AND MAILS.

MAILS DUE.

German (Kaiser) 26th inst.
French (Nero) 1st prox.
Indian (Kumang) 1st prox.
German (Prinz Waldemar) 3rd prox.

The I. C. S. Co.'s s.s. *Kumang* from Calcutta and the Straits left Singapore for this port on 23rd inst.

The P. & A. Co.'s s.s. *Alesia* sailed from Mombasa this morning, between 8 and 8 a.m., and will be due at this port on 1st prox.

The M. M. Co.'s s.s. *Nero*, with the French mail of the 31st ult., and mails from London of the 30th ult., will leave Saigon on 26th inst., at 7 a.m., and may be expected to arrive here on 1st prox., morning, and will leave for Shanghai and Japan on the same afternoon.

THE WEATHER.

The following report is from Mr. J. I. Plummer, acting Director of the Hongkong Observatory:

On the 25th at 12.05 p.m.—The barometer has risen in North China, and fallen very slightly along the South coast.

It has also fallen generally in Japan, more particularly in the South. There is a tendency for pressure to increase over the Philippines.

The maximum pressure is still over China to the northward of the Yangtze and moderate N.E. monsoon will prevail generally.

Hongkong Rainfall for the 24 hours ending at 10 a.m. 10.40, 0.07 inches.

FORECAST:

- 1.—Hongkong and neighbourhood, light E. winds, overcast, foggy.
- 2.—Formosa Channel, moderate N.E. winds, overcast.
- 3.—South coast of China between Hongkong and Lamoo, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Hawke, Br. cruiser, 4,500, Oldham, 24th Feb.—
—Portsmouth and Singapore 19th Feb.

Chenao, Br. s.s., 1,350, Brown, 24th Feb.—
—Shanghai 20th Feb, Gen.—J. M. & Co.

Huadi, Br. s.s., 700, J. Pannier, 24th Feb.—
—Haiphong via Pakhoi, Hoihow and Kwong-chow-wan 23rd Feb, Rice and Gen.—A. R. M.

Amigo, Ger. s.s., 821, H. Frandsen, 24th Feb.—
—Haiphong and Hoihow 22nd Feb, Rice and Gen.—J. & Co.

Sigan, Br. s.s., 1,047, F. Jamieson, 25th Feb.—
—Haiphong and Hoihow 23rd Feb, Rice and Gen.—J. & Co.

Glenfalloch, Br. s.s., 1,434, J. H. Hainsworth, 25th Feb.—
—Singapore 18th Feb, Gen.—Joo Teck Seng.

Machew, Ger. s.s., 995, R. G. Zollner, 25th Feb.—
—Bangkok 15th Feb, Rice and Gen.—M. & Co.

Haungang, Br. s.s., 1,350, S. Wilde, 5th Feb.—
—Canton 24th Feb, Gen.—J. M. & Co.

Illyria, Ger. s.s., 2,727, Knize, 25th Feb.—
—Hamburg and Singapore 18th Feb, Gen.—H. A. L.

Borneo, Ger. s.s., 1,344, F. Sembill, 25th Feb.—
—Sundakan 19th Feb, Timber.—M. & Co.

Clearances at the Harbour Office.

Chenao, for Canton.
Pachiburi, for Swatow.
Haungang, for Swatow.
Machew, for Manila.
Admiral Boreau, for Saigon.
Catherine Apier, for Singapore.
Montgomeryshire, for Saigon.
Ory, for Kutchinotou.
Illyria, for Shanghai.

Departures

Feb. 25.

Stonville, for Singapore.
Raidon, for Takao.
Seckuen, for Chikang.
Pachiburi, for Bangkok.
Clara Jelen, for Haiphong.
Tingfang, for Canton.
Mingho, for Canton.
Catherine Apier, for Calcutta.
Montgomeryshire, for Saigon.
Suruga, for Manila.
Admiral Boreau, for Saigon.

Passengers arrived.

Per *Glenfalloch*, from Singapore—1,025 Ch. nese.

Per *Machew*, from Bangkok—Inspector von Rieger.

Per *Sigan*, from Haiphong, &c.—Mr. Mickl, and Mons. Goudon.

Shipping Report.

Str. *Glenfalloch*, from Singapore—Five passengers.

Str. *Sigan*, from Haiphong and Hoihow—Moderate N.E. winds dull and overcast high.

Str. *Chenao*, from Shanghai—Experienced heavy snow storm off Guilford and anchored for 4 hours strong morsoon and sky overcast with rain during remainder of trip.

VESSELS IN PORT.

Steamers.

Anglin, Ger. s.s., 1,007, C. Kumpel, 24th Feb.—
—Bangkok 19th Feb, Rice.—B. & S.

Blob Thuan, Fr. s.s., 984, Ribault, 21st Feb.—
—Manila 17th Feb, Ballast.—B. & Co.

Gryleale, Br. s.s., 2,846, Steel, 20th Feb.—
—Newcastle, N.S.W. 20th Jan, aged Port Kembla 28th Feb.—M. M.

Darwent, Br. s.s., 1,554, J. Jenkins, 17th Feb.—
—Saigon 13th Feb, Rice.—Mau Fat & Co.

Devonshire, Ger. s.s., 1,057, F. Rehwaldt, 22nd Feb.—
—Bangkok 11th Feb, Rice.—B. & S.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 20th Feb.—
—Vancouver 28th Jan, and Shanghai 17th Feb, Mails and Gen.—C. P. R. Co.

Fukui Maru, Jap. s.s., 3,087, Midgton, 24th Feb.—
—Moji 18th Feb, Coal.—M. B. K.

Fukuro Maru, Jap. s.s., 2,046, S. Kumawaki, 20th Feb.—
—Moji 13th Feb, Coal.—M. B. K.

Haiching, Br. s.s., 1,167, W. C. Passmore, 24th Feb.—
—Foonchow 21st Feb, Amoy 21st, and Swatow 23rd; Gen.—D. L. & Co.

Hongkong, Fr. s.s., 4,000, C. Cornelissen, 24th Feb.—
—Hoihow 22nd Feb, Gen.—A. R. M.

Joslin Maru, Jap. s.s., 702, H. Murayama, 24th Feb.—
—Tatsumi 21st Feb, and Swatow 23rd, Gen.—O. S. K.

Joski Maru, Jap. s.s., 1,850, K. Hayashi, 24th Feb.—
—Moji 30th Jan, Coal.—A. & Co.

Kaga Maru, Jap. s.s., 3,006, M. Hagino, 22nd Feb.—
—Shanghai 19th Feb, Gen.—N. Y. K.

Kaifong, Br. s.s., 987, Lindbergh, 21st Feb.—
—Hoihow 20th Feb, Sugar.—B. & S.

Kjold, Nov. s.s., 917, Heller, 21st Feb.—
—Dalgny 15th Feb, Gen.—Angard, Thoresen & Co.

Kueichow, Br. s.s., 787, G. Hooker, 24th Jan.—
—Porlingo 17th Jan, Sugar.—B. & S.

Kutang, Br. s.s., 903, R. C. D. Bradley, 24th Feb.—
—Calcutta 9th Feb, via Penang and Singapore 18th, Gen.—J. M. & Co.

Laertes, Br. s.s., 1,340, D. C. H. Frampton, 16th Feb.—
—Saigon 10th Feb, Gen.—Wo Fat Seng.

Loosok, Ger. s.s., 1,020, G. Schultzen, 14th Feb.—
—San Francisco 4th Feb, and Anglin 6th, Rice.—B. & S.

Manchuria, Am. s.s., 8,750, D. E. Friele, 19th Feb.—
—San Francisco 13th Jan, and Shanghai 17th Feb, Mails and Gen.—P. M. S. Co.

Manila, Ger. s.s., 1,108, J. Minssen, 7th Feb.—
—Sydney 13th Jan, and Manila 4th Feb, Gen.—M. & Co.

Monteagle, Br. s.s., 3,032, W. Davison, R.N.R., 17th Feb.—
—Vancouver 17th Jan, and Shanghai 13th Feb, Mails and Gen.—G. P. R. Co.

Oan's, Br. s.s., 5,809, W. Coper-Lycett, 23rd Feb.—
—Manila 20th Feb, Gen.—B. & S.

Onsang, Br. s.s., 1,787, Houghton, 20th Feb.—
—Hong Kong 17th Feb, Coal.—J. M. & Co.

Pittanulok, Ger. s.s., 1,267, Heyenga, 12nd Feb.—
—Bangkok 11th Feb, Rice.—B. & S.

Shantung, Br. s.s., 1,833, Robinson, 22nd Feb.—
—Samarang 6th Feb, Sugar.—B. & S.

Shinano Maru, Jap. s.s., 1,510, F. Furukawa, 24th Feb.—
—Moji 17th Feb, Coal.—N. Y. K.

Taiyuan, Br. s.s., 1,459, L. Dawson, 20th Feb.—
—Sydney and Ports 28th Jan, Gen.—B. & S.

Tientsin, Br. s.s., 1,227, G. W. Eddy, 15th Feb.—
—Sourabaya 21st Jan, and Samarang 2nd Feb, Sugar.—B. & S.

Titan, Br. s.s., 5,720, R. Day, 24th Feb.—
—Tacna via Ports 27th Jan, Flour and Gen.—B. & S.

Wakamatsu Maru, Jap. s.s., 1,732, M. Aikawa, 23rd Feb.—
—Wakamatsu 17th Feb, Coal.—M. B. K.

Vuensang, Br. s.s., 1,128, P. H. Rolfe, 22nd Feb.—
—Manila 19th Feb, Gen.—J. M. & Co.

Zafiro, Br. s.s., 1,670, R. Rodger, 22nd Feb.—
—Manila 20th Feb, Gen.—S. T. & Co.

Zeehuizen, Br. s.s., 1,744, Sidford, 23rd Feb.—
—Canton 23rd Feb, Gen.—B. & S.

SAILING VESSELS.

Lyndhurst, Br. bark, Parnell, 14th Sept.—
—Bangkok 25th Aug, Case Oil.—S. O. Co.

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.

H.M.S. Hart at Kowloon Dock

Tarlac " " "

Patia " " "

Monteagle " " "

Loosok " " "

Dilly " " "

Lika " " "

H.M.S. Taku at Cosmopolitan

Ships Passed The Canal.

8th January—*Goben*, *Indrasama*, *Hakata*, *Maru*, *Imari*, *Prins Regent*, *Lutpold*, *Prometheus*, 12th January—*China*, *Filistine*, *Roma*, *Glenroy*, *Salasle*, *Cathay*, 15th January—*Pritho*, *Achilles*, *Dumbia*, *Palawan*, *Palermo*, *Tes*, 16th January—*rimand*, *Bell*, *Benvenute*, *Calchas*, *Dumbshire*, *Montrose*, *Sophia*, *Richmers*, 22nd January—*Bulow*, *Ningchow*, *Lauris*, *Princess Alice*, *Wahara*, *Maru*, *Tourane*, 26th January—*Sithonia*, *Glamorgan*, *gankshir*, *Hitaht*, *Maru*, *Konane*, *Si*, 29th January—*Tudor*, *Pritho*, *Ching*, *Wu*, *Ernest*, *Simoni*, *Moynay*, *Stella*, 29th February—*Amilochus*, *Amilochus*, *Benavente*, *Indragaya*, *Di*, *mei*, *Kakusa*, *Palma*, *Scandia*, 5th February—*Kleis*, *Derfing*, *Sado*, *Maru*, *Alcinous*, *Belosmond*, *Dardanus*, *Ping*, *Suey*, *Kamakura*, *Maru*, *Nera*, 9th February—*Tranquibar*, *Malman*, *Lennax*, *Ambria*, *Nili*, *Thesus*, 12th February—*Indrawadi*, *Tonkin*, *Hyow*, 16th February—*Monmouthshire*, *Liria*, *Sumatra*, *Loftan*, *Si*, 19th February—*Etchagor*, *Ernest*, *Ferdinand*, *Prins*, *Ellet*, *Friedrich*, *Dingo*, *Maru*, *Telemachus*, *Kanagawa*, *Maru*, *Prins*, *Ludwig*, 23rd February—*Asiyanas*, *Kamo*, *Maru*, *Calcutta*, *Sunda*, 27th February—*Krituck*, *Shimoza*, 15th January—*Kanabur*, *Canton*, 19th January—*Brugary*, *Dumb*, *Sengambla*, *Oopack*, *Hakada*, *Maru*, 20th January—*So-mali*, 22nd January—*Bombay*, *Maru*, *Geben*, *China*, 26th January—*Inverlyda*, 1st Feb.—*Palermo*, 2nd February—*Wakasa*, *Maru*, *Tanaka*, 5th February—*Wray*, *Castle*, *Dulow*, *Dunbighshire*, *Sithonia*, *Ernest*, *Simoni*, 12th February—*Derfing*, *Sado*, *Maru*, *Ching*, *Wu*, *Moynay*, 16th February—*Dumb*, *Wakasa*, *Maru*, *Stella*, 19th February—*Malman*, *Tonkin*, *Dardanus*, 23rd February—*Benlomond*, *Kanagawa*, *Si*, *Stella*, *Thesus*.

Vessels	From	Agents	Date
Kleis	Singapore	M. & Co.	Feb. 25
Glamorgan	Singapore	T. K. & Co.	Feb. 25
Chiyo Maru	Japan	N. Y. K.	Feb. 25
Ceylon Maru	Singapore	N. Y. K.	Mar. 1
Nera	Singapore	M. & Co.	Mar. 1
Kamakura	Singapore	P. & A. Co.	Mar. 1
Alcinous	Singapore	P. & A. Co.	Mar. 1
Palma	Singapore	P. & A. Co.	Mar. 1
P. Waldemar	Sydney	M. & Co.	Mar. 3
Totomi Maru	Bombay	N. Y. K.	Mar. 16

CHINA COAST METEOROLOGICAL REGISTER.

February 24th, 1909, A.M.

Vladivostok	From	Agents	Date
Nemuro	29.95	95	0
Hakodate	29.97	95	0
Tokio	29.97	95	0
Kobe	29.97	95	0
Nagasaki	29.97	95	0
Kagoshima	29.97	95	0
Oshima	29.97	95	0
Naha	29.97	95	0
Ishigaki	29.97	95	0
Bein Is.	29.97	95	0
Ohoo	29.97	95	0
Weihaiwei	29.97	95	0
Hankow	29.97	95	0
Kinkiang	29.97	95	0
Shanghai	29.97	95	0
Gutland	29.97	95	0
Sharp Peak	29.97	95	0
Amoy	29.97	95	0
Swatow	29.97	95	0
Taihou	29.97	95	0
Taichu	29.97	95	0
Tainan	29.97	95	0
Koshu	29.97	95	0
Pescadores	29.97	95	0
Canton	29.97	95	0
Hongkong	29.97	95	0
Victoria Peak	29.97	95	0
Gap Rock	29.97	95	0
Macao	29.97	95	0
Wuchow	29.97	95	0
Hoihow	29.97	95	0
Pakhoi	29.97	95	0
Phu Lien	29.97	95	0
Tonkin	29.97	95	0
O. S. James	29.97	95	0
Apari	29.97	95	0
Manila	29.97	95	0
Legaspi	29.97	95	0
Bacolod	29.97	95	0
Hollo	29.97	95	0
Cebu	29.97	95	0
Manila	29.97	95	0

February 25th, 1909, A.M.

Vladivostok	From	Agents	Date
Nemuro	29.97	95	0
Hakodate	29.97	95	0
Tokio	29.97	95	0
Kobe	29.97	95	0
Nagasaki	29.97	95	0
Kagoshima	29.97	95	0
Oshima	29.97	95	0
Naha	29.97	95	0
Ishigaki	29.97	95	0
Bein Is.	29.97	95	0
Ohoo	29.97	95	0
Weihaiwei	29.97	95	0
Hankow	29.97	95	0
Kinkiang	29.97	95	0
Shanghai	29.97	95	0
Gutland	29.97	95	0
Sharp Peak	29.97	95	0
Amoy	29.97	95	0
Swatow	29.97	95	0
Taihou	29.97	95	0
Taichu	29.97	95	0
Tainan	29.97	95	0
Koshu	29.97	95	0
Pescadores	29.97	95	0
Canton	29.97	95	0
Hongkong	29.97	95	0
Victoria Peak	29.97	95	0
Gap Rock	29.97	95	0
Macao	29.97	95	0
Wuchow	29.97	95	0
Hoihow	29.97	95	0
Pakhoi	29.97	95	0
Phu Lien	29.97	95	0
Tonkin	29.97	95	0
O. S. James	29.97	95	0
Apari	29.97	95	0
Manila	29.97	95	0
Legaspi	29.97	95	0
Bacolod	29.97	95	0
Hollo	29.97	95	0
Cebu	29.97	95	0
Manila	29.97	95	0

Barometer 29.97
Temperature 62
Humidity 94
Wetbulb 62

Post Office.

Correspondence for Europe, via Siberia, is forwarded from Hongkong by all vessels sailing for Shanghai.

Approximate times of closing mails at Shanghai via Dalay and Siberia.

5th March at 7.45 A.M.
12th " at 11.45 A.M.
18th " at 8.15 P.M.
26th " at 11.45 A.M.
1st April at 8.15 P.M.

A Mail will close for.

Shanghai—Per *Haungang*, 26th Feb, 11 A.M.
Hongkong—Per *Blithwin*, 26th Feb, 11 A.M.
Singapore, Penang and Colombo—Per *Silia*, 26th Feb, 11 A.M.
Quong-chow-wan, Hoihow, Pakhoi and Haiphong—Per *Hongkong*, 26th Feb, 11 A.M.
Macao—Per *Sui Tai*, 26th Feb, 1.15 P.M.
Singapore—Per *Idonansu*, 26th Feb, 2 P.M.
Shanghai—Per *Shanghai*, 26th Feb, 3 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Taiyuan*, 26th Feb, 3 P.M.
Shanghai, Kobe and Moji—Per *Illyria*, 26th Feb, 4 P.M.
Haiphong—Per *Amigo*, 26th Feb, 5 P.M.
Manila, Yap, Fe, Wilhelmshafen, Simpsonhafen, Herbersthal, Matupi, Samari, Sydney, Hobart, Launceston, New Zealand and Dunedin—Per *Manila*, 27th Feb, 9 A.M.
Tientsin—Per *Chikang*, 27th Feb, 10 A.M.
Manila—Per *Zafiro*, 27th Feb, 11 A.M.
Macao—Per *Sui Tai*, 27th Feb, 1.15 P.M.
Singapore, Amoy and Foonchow—Per *Haiching*, 27th Feb, 2 P.M.
Moji—Per *Fukui Maru*, 27th Feb, 3 P.M.
Shanghai—Per *Chenao*, 27th Feb, 5 P.M.
Shanghai, Kobe, Yokohama and Yokohama—Per *Glamorgan*, 27th Feb, 5 P.M.
Swatow, Amoy, and Tamsui—Per *Joslin*, 27th Feb, 5 P.M.

Swatow—Per *Haiching*, 28th Feb, 9 A.M.
Cebu and Iloilo—Per *Kaifong*, 1st Mar, 11 A.M.
Manila—Per *Yuenang*, 1st Mar, 3 P.M.
Samarang and Sourabaya—Per *Shantung*, 1st Mar, 3 P.M.
Shanghai, Yokohama, Kobe and Moji—Per *Kaifong*, 2nd Mar, 10 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle, Wash.—Per *Kaga Maru*, 2nd Mar, 10 A.M.
Swatow, Amoy and Foonchow—Per *Haitan*, 2nd Mar, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 2nd Mar, 10 A.M.
Europe, &c., India, via Taitcorin—Per *Salasle*, 2nd Mar, 11 A.M.
Manila—Per *Taming*, 2nd Mar, 2 P.M.
Nanchang—Per *Nanchang*, 2nd Mar, 3 P.M.
Singapore, Penang and Colombo—Per *Amo Maru*, 2nd Mar, 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Monteagle*, 3rd Mar, 10 A.M.
Manila—Per *Loobang*, 5th Mar, 3 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Aladenha*, 5th Mar, 4 P.M.
Manila—Per *Radi*, 6th Mar, 10 A.M.
Singapore, Penang, and Calcutta—Per *Namsang*, 6th Mar, 10 A.M.
Europe, &c., India, via Taitcorin—Per *Dalla*, 6th Mar, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Chiyu Maru*, 6th Mar, 11 A.M.
Europe, &c., India, via Taitcorin—Per *Princess Alice*, 10th Mar, 11 A.M.
Manila—Per *Team*, 10th Mar, 2 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of India*, 12th Mar, 6 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Changsha*, 8th April, 3 P.M.

VISITORS AT THE HOTEL.

CRAIGHURST.
Adams, F. R. J., Ram, E. A.
Galdwell, G. E., Ritchie, Mr. and Mrs.
Bird, G. F., Ritchie, Miss D.
Cuthbert, Mr. and Mrs. Smith, Mr. and Mrs. Grant
H. W.
Gaster, Mr. E. R. A. Smith, F. Grant
Jones, Dr. and Mrs. E. Smith, Mr. and Mrs. Nikkels, R. N. W. Morton
Pye, Mr. and Mrs. Burns Wilson, G. L.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$15,000,000 }	\$2,006,231	{ Final of £2 and bonus of .5/- for 1908 @ ex 1/8 = \$26.024	5 1/2 %	{ 1875 ex div. b. London £86.5/- [cum div.]
National Bank of China, Limited	99,925	£7	£6	{ £4,000 £150,000 }	\$10,228	\$2 (London 3/6 for 1903 .....	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$250,750 \$1,750,000 }	none	\$14 for 1907	7 1/2 %	\$190 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 300,747 Tls. 118,277 Tls. 500,000 }	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 97 1/2 sales
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$200,000 \$200,478 \$199,522 \$727,649 }	\$2,506,041	{ Final of \$14 making \$45 for 1906 and interim of \$30 for 1907	5 1/2 %	1825
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$100,000 \$1,100,000 }	\$594,768	\$12 and bonus \$3 for 1906	8 1/2 %	\$197 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$372,432	\$6 and bonus \$2 for 1906	7 1/2 %	\$100
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$250,000 \$1,750,000 }	\$418,027	\$27 for 1906	8 1/2 %	\$332 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$300,000 \$307,000 }	\$1,025	\$1 for 1906 .....	...	\$12 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$200,000 \$200,000 \$200,000 }	Nil.	\$24 for year ending 30.4.1908	7 1/2 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,200,000 \$120,000 \$1,320,000 }	\$20,279	Final of \$12 making \$24 for 1908	6 1/2 %	\$19 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £100,000 £100,000 £100,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/10 = 53.154	5 1/2 %	{ \$38 buyers \$18 buyers
Do. (Deferred)	60,000	£5	£5	{ £100,000 £100,000 £100,000 }	£13,755	...	...	...
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 14,510	Final of Tls. 12 making Tls. 34 for 1908 ..	7 1/2 %	{ Tls. 47 sellers Tls. 52 buyers 51/- buyers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	{ £20,000 £20,000 £20,000 }	£68,817	Second interim of 1/- for a/c 1908	6 1/2 %	...
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$5,000 \$5,000 \$5,000 }	\$98	{ \$1.00 for year ending 30.4.1908	{ 4 1/2 % 3 1/2 % }	{ \$23 buyers \$15 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 8,000 Tls. 42,479 Tls. 7,000 Tls. 5,000 Tls. 18,000 }	Tls. 6,869	Final of Tls. 24 making Tls. 5 for 1907	2 1/2 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	Dr. \$279,371	\$8 for year ending 31.12.06 .....	...	\$132 1/2 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	Dr. \$135,132	...	...	\$17
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 9,173	Tls. 3/- for year ending 31.12.06 .....	...	105 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £17,500 £17,500 £17,500 }	£11,556	{ Final of 1/6 (coupon No. 11) for year end- ing 30.2.08	7 1/2 %	Tls. 17 1/2 buyers
Rub Australian Gold Mining Company, Limited ..	150,000	£1	£1	{ £18,100 £18,100 £18,100 }	Dr. £2,191	No. 11 of 1/- = 48 cents .....	...	\$9 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	{ \$53,601 \$53,601 \$53,601 }	\$2,746	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	\$1,556	Final of \$24 making \$54 for 1907	7 1/2 %	\$47 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	\$307,078	Final of \$4 making \$8 for 1907	9 1/2 %	{ 187 1/2 ex div. sa. Tls. 84 sa. & b.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 13,742	Interim of Tls. 24 for 6 months ending 31st October, 1908	6 1/2 %	...
Shanghai and Hongkong Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 75,000 Tls. 125,000 }	Tls. 22,646	Interim of Tls. 4 for account 1908	1 1/2 %	Tls. 167 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 25,000 }	Tls. 6,531	Tls. 6 for 1907	5 1/2 %	Tls. 104 1/2 sellers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$30,000 \$30,000 \$30,000 }	Dr. \$4,200	\$24 for year ending 30.5.07 .....	...	\$164 sales
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$1,000 \$1,000 }	\$9,178	\$1.80 for 1906 .....	...	116 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$548,975 \$548,975 \$548,975 }	\$14,639	Interim of \$5 for account 1908	7 1/2 %	\$90 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$250,000 \$250,000 }	\$6,475	Final of \$34 making \$7 for 1908	7 1/2 %	\$54 buyers
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$211,123 \$211,123 \$211,123 }	\$5,186	6 1/2 cents for 1908	7 1/2 %	\$8.65 sales
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 }	\$278	\$1 for 1908	5 1/2 %	\$301
Shanghai Land Investment Company, Limited ..	78,000	Tls. 50	Tls. 50	{ Tls. 1,133,045 Tls. 3,100,000 Tls. 1,133,045 }	Tls. 12,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	7 1/2 %	Tls. 115 s. ex d.
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000 \$1,000 \$1,000 }	\$1,958	Final of \$2 making \$4 for 1908	9 1/2 %	44 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 105
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$125,000 \$125,000 \$125,000 }	\$9,553	50 cents for year ending 31.7.08	5 1/2 %	\$91 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8 X) .....	...	Tls. 74
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$800,000 \$800,000 \$800,000 }	Tls. 6,308	Tls. 8 for 1906 .....	...	Tls. 79 buyers
Boy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,357 Tls. 28,357 Tls. 28,357 }	Tls. 50,663	Tls. 50 for 1907 .....	...	Tls. 275 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 £1,500 £1,500 }	£648	1 10/- per share or 1907 = \$1.037	10 1/2 %	\$10 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000 \$720,000 }	Nil.	\$1.20 for 1907	10 1/2 %	\$11 1/2 sa. and b.
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	61,138	60 cents for year ended 28.2.06 .....	...	\$44 sales and b.
Do. Do. special shares	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$3,407	80 cents for 1908	11 1/2 %	\$9.25 sa. and b.
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$1,850,000 \$1,850,000 \$1,850,000 }	\$1,407	\$1.30 for year ending 31.7.08	5 1/2 %	\$14 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$300,000 \$300,000 }	\$48	Interim of 40 cents for account 1908 ..	10 1/2 %	\$91 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000 }	\$5,078	75 cents for 9 months ending 31.12.07 ..	8 1/2 %	\$12 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$120,000 \$120,000 }	\$251	\$1 for year ending 28.2.08	10 1/2 %	\$22 1/2 buyers
Hall & Hoits, Limited	21,000	\$20	\$20	{ \$420,000 \$420,000 \$420,000 }	\$18,957	\$1 and bonus 20 cts. for year ending 29.2.08	6 1/2 %	\$18 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000 }	\$9,321	Interim of \$4 for account 1907	8 1/2 %	\$220 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000 \$125,000 }	\$8,191	Interim of \$1 for account 1908	7 1/2 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$20	\$20	{ \$1,200,000 \$1,200,000 \$1,200,000 }	Tls. 17,127	{ 4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 50 to date	6 1/2 %	Tls. 775 buyers
Manischappij tot Mijl- en Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 147,500 Tls. 37,003 \$5,000 }	\$4,578	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08 ..	6 1/2 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000 }	Nil.	...	...	\$8
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	Nil.	...	...	\$8
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$750,000 \$750,000 }	Nil.	...	...	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000 Tls. 1,200,000 Tls. 1,200,000 }	Tls. 6,603	Final of Tls. 4 making Tls. 74 for 1907 ..	6 1/2 %	Tls. 121 sellers
Shanghai-Sumatra Tobacco Company, Limited ..	30,000	Tls. 30	Tls. 30	{ Tls. 24,820 Tls. 75,000 }	Tls. 8,491	Final of Tls. 9 making in all Tls. 14 for 1907	10 1/2 %	Tls. 105 sellers
Shanghai Waterworks Company, Limited	16,150	£20	£20	{ £100,000 £100,000 £100,000 }	Tls. 58,122	Final of 27/6 making 52/6 for 1907 .....	...	Tls. 437 1/2 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000 }	£156 6 1/2	None .....	...	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100,000 \$100,000 \$100,000 }	\$236	40 cents for year ending 31.5.08	7 1/2 %	\$5 1/2 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 201	Tls. 64 for year ending 30.4.07	5 1/2 %	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$1,360	50 cents for 1907	5 1/2 %	\$13 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$6,438	{ 80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end 31.5.07 }	6 1/2 %	\$9 1/2 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000 \$900,000 }	\$2,905	Interim of 30 cts. a/c 1908	6 1/2 %	\$4
William Powell, Limited	15,000	\$7	\$7	{ \$105,000 \$105,000 \$105,000 }	...	Final of 30 cts. making 60 cts. for the year ended 30th June, 1906 .....	...	...

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

Hongkong Ice Company, Limited	\$15	February 27th
Hongkong Rope Manufacturing Co., Ltd.	\$1	" 27th
China Fire Insurance Company, Limited	\$8	March 4th
Hongkong Fire Insurance Company, Ltd.	\$27	" 9th

To Let.

TO LET.

THE FURNISHED FLAT on Top Floor
of Messrs. Douglas, Lafrank & Co.'s
Offices, Four Rooms with Kitchen and Bath
Room.Terms on application to—
DOUGLAS, LAFRANK & CO.,
No. 11, Douglas Street.
Hongkong, 3rd February, 1909. [143]

TO LET.

HATHERLEIGH, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 168, DES VŒUX
ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL,
1st Floor.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st January, 1909. [15]

TO LET.

GOOD OFFICES at 2, PEDDER STREET.
Apply to—
JARDINE, MATHESON & CO., LTD
Hongkong, 14th January, 1909. [19]

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st January, 1909. [52]

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, Des Vœux Road
Central (formerly occupied by Messrs. Shawar,
Tomes & Co.). Rents low.Apply to—
THE COMPTON DEPARTMENT,
E. D. SASSON & CO.,
Queen's Road Central.
Hongkong, 24th February, 1909. [188]

Intimations.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1908. [11]

O. C. MOOSA,

1 & 8, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.LACE SCARFS, MOTOR VEILS
IN
VARIOUS COLORS.MOUSQUETIERE GLOVES
IN
WHITE, BLACK & COLORS.WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S
UNDERCLOTHINGS.Samples on application. Coast
Port orders carefully executed.
Hankow, 26th September, 1908. [137]

Dentistry.